

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. XVII. No. 2.

CHICAGO, ILL., JULY 25, 1906.

PRICE \$1.50 PER YEAR.
TEN CENTS PER COPY.

James Crighton F. D. Austin
Crighton & Co.
COMMISSION MERCHANTS
Royal Insurance Bldg., Chicago
Personal attention to shipments
Orders for futures solicited

BABCOCK & HOPKINS
Shippers of
Corn Rye
Oats White and Mixed
Clipped and Natural
Rensselaer, Ind.

OATS
CLIPPED AND NATURAL
Try our Special Brand of White Oats
MCCRAY, MORRISON & CO.,
KENTLAND, IND.

Tyng, Hall & Co.
GRAIN
COMMISSION
Correspondence Solicited Peoria, Ill.

ESTABLISHED 1880 JAMES E. BENNETT
Thos. Bennett & Co.
Grain Commission
CONSIGNMENTS AND FUTURE
ORDERS SOLICITED
68 Board of Trade, CHICAGO

R. S. McCAGUE
Buyer and Receiver of
Corn Hay
209-204 Grain
Exchange Building
If you wish our card
bids write for them. **PITTSBURG, PA.**

"Established 1883 Incorporated 1897"
PITT BROTHERS CO.
GRAIN
Receivers & Shippers
BALTIMORE, MD.
Members Grain Dealers National Ass'n.
Indiana Grain Dealers Assn.

ESTABLISHED 1875
P.B. & C.C. MILES
GRAIN COMMISSION
BOARD OF TRADE PEORIA, ILL.

Liberal Advances on Consignments
WE HANDLE
Corn  **Rye**
J. A. Manger & Co.
BALTIMORE, MD.

L. W. BODMAN SIDNEY MITCHEL
Milmine-Bodman Grain Co.
Successor to
MILMINE, BODMAN & CO.
Grain, Stocks, Provisions
5 & 7 Board of Trade Chicago

"Grain Speculation
Not a Fine Art" **A Book**
Send postal requesting same to
E. W. WAGNER
99 Board of Trade CHICAGO

DUDLEY M. IRWIN
BARLEY

69-70-71 Board of Trade

BUFFALO, N. Y.

E. Gerstenberg A. Gerstenberg
GERSTENBERG & CO.
COMMISSION MERCHANTS
CHICAGO
SEEDS
WHEAT, OATS, CORN
BARLEY
A SPECIALTY

CONVEYING, ELEVATING AND POWER TRANSMITTING MACHINERY

Complete Equipments for

Handling all Kinds of Grain.

Headquarters for Supplies.

The only
Perfect Spiral
CONVEYOR;
Continuous Flight,
No Laps or Rivet.



H. W. Caldwell & Son Co.
Western Ave., 17th-18th St., Chicago
New York City, 95 Liberty St.
Woodward, Wight & Co., Ltd., New Orleans

DIRECTORY OF GRAIN RECEIVERS, SHIPPERS, BROKERS, TRACK BUYERS,

*Member Grain Dealers National Association.

ATLANTA, GA.

Brooke, George W., grain receiver, shipper.*

AUGUSTA, GA.

Cranston & Co., brokers grain and hay.

BALTIMORE, MD.

Botts & Co., Thos. H., grain, seeds, hay.*
 England & Co., Chas., grain, hay.*
 Fahey & Ryley, grain, hay, seeds.*
 Frame, Knight & Co., grain, hay, seeds.*
 Frisch & Co., J. M., grain, hay, seeds.*
 Hammond, Snyder & Co., receivers, exporters.*
 Hax & Co., G. A., grain, hay, seeds.*
 Hoppis, William, Grain & Hay Co., grain.*
 Johnston Co., Thos., grain receivers.
 Kirwan Bros. Grain Co., grain and hay.*
 Manger & Co., J. A., grain, seeds, hay.*
 Muller Co., Louis, receivers and exporters.*
 Pitt Bros. Co., receivers, shippers.*
 Richards & Hammond, grain receivers.

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.*

BERNE, IND.

Berne Grain & Hay Co., grain and hay shippers.

BINGHAMTON, N. Y.

Empire Grain & Elev. Co., grain and feed shippers.

BOSTON, MASS.

Ronald, Thomas, grain and millfeed.*

BUFFALO, N. Y.

Anderson & Co., H. G., grain, mill feeds.
 Buffalo Cereal Co., grain.*
 Burns Bros., grain commission.*
 Electric Elevator & Milling Co., gr., millfl., hay.*
 Gallagher, Wm. B., salvage grain.
 Irwin, Dudley M., barley.*
 Jones Co., The Alfred, grain and feed.
 Pratt & Co., grain commission.*
 Robbins Bros., grain receivers and shippers.*
 Waters, Henry D., grain commission.
 Yantis, S. W., grain and feed.

CAIRO, ILL.

Halliday Milling Co., H. L., grain.*
 Hastings Co., Samuel, grain.
 Redman, Magee & Co., grain.*

CARROLL, IA.

Whitney, J. R., grain broker, track buyer.*

CHICAGO, ILL.

Anderson & Co., W. P., grain commission.*
 Armour Grain Co., grain buyers.*
 Bartlett, Frazier & Carrington, grain.*
 Bennett & Co., Thos., receivers, shippers.*
 Crighton & Co., grain commission.*
 Dickinson Co., The, Albert, seeds.
 Dickinson & Co., John, grain commission.
 Doie & Co., J. H., grain and seeds.
 Finney, Sam., commission.*
 Fraser Co., W. A., grain commission.*
 Freeman Bros. & Co., grain, hay, straw.
 Gerstenberg & Co., grain, seeds.*
 Hemmelgrat & Co., H., commission.*
 Hunter, W. W. & O. L., grain and feed.*
 Johnson & Co., W. F., grain, seeds.
 Lake & Co., W. H., commission receivers.
 Lucius & D., grain, seeds.*
 Merritt & Co., W. H., grain, seeds.*
 Millme-Bodman Grain Co., grain commission.
 Mueller & Young Grain Co., receivers, shippers.*
 Mumford Co., W. R., commission.
 Paynter, H. M., grain commission.*
 Peavey Grain Co., receivers, shippers.*
 Perrine & Co., W. H., grain and commission.
 Re-Qua Brothers, consignments solicited.
 Rogers & Bro., H. W., grain and seeds.*
 Rosenbaum Bros., receivers shippers.*
 Rumsey & Company, grain commission.*
 Savers, A. R., grain commission.*
 Shaffer & Co., J. C., buyers and shippers.*
 Somers, Jones & Co., grain receivers.
 Walters Bros., grain and seeds.
 Wagner, E. W., receiver and shipper.*
 Ware & Leland, grain, seeds.*
 Winans, F. E., grain and seeds.
 Wright, Bogert & Co., commission merchants.
 Young & Nichols, grain commission.

CINCINNATI, O.

Brown & Co., Henry W., grain and hay.*
 Ellis & Fleming, grain and hay.*
 Interstate Grain Co., receivers and shippers.*
 London & Co., receivers and shippers.*
 Metzger & Co., J. V., grain, hay, receivers, exporters.*
 Southern Grain Co., grain merchants.
 The Early & Danforth Co., grain and hay.*
 The Gale Bros. Co., grain, hay, millfeed.*
 Union Grain & Hay Co., grain, hay.*

CLEVELAND, O.

Bennett, Walter A., grain, hay, mill feed.
 Union Elevator Co., grain, hay, straw.*

COLUMBIA CITY, IND.

Kraus & Apfelbaum, grain and seeds.

COLUMBUS, O.

Baum & Robinson, buyers and shippers.
 McCord & Kelley, track buyers, shippers.*
 Seeds Grain Co., grain and hay.*

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain, seeds.*

DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.*

DAYTON, OHIO.

Shaeffer, Geo. S., buyer, shipper.*

DECATUR, ILL.

Baldwin & Co., H. L., grain dealers.*

DENVER, COLO.

The Ady & Crowe Mercantile Co., grain, hay.*

DULUTH, MINN.

Rich, J. S., dir. in grain, flour, millstuffs.

DETROIT, MICH.

Caughey & Carran, grain and seed dealers.
 Dumont, Roberts & Co., grain dealers.

EVANSVILLE, IND.

Small & Co., W. H., grain, seeds.*

FAIRBURY, ILL.

Keller, Emil, track buyer.

FORT WORTH, TEXAS.

Kolp, E. R. & D. C., millers, grain, seed dealers.

FREMONT, NEB.

Nye-Schneider-Fowler Co., grain dealers.

GREENVILLE, OHIO

Grubbs Grain Co., E. A., track buyers.*

INDIANAPOLIS.

Bassett Grain Co., The, grain and commission.
 Cooper & Oddy, grain and hay commission.
 Finch & McComb, grain commission.*
 Kinney, H. E., grain and mill products.
 Riley & Co., W. J., grain and feed.

KANSAS CITY, MO.

Adams Grain Co., Geo. A., commission.*
 Beach-Reeves Grain Co., grain receivers.
 Bower Grain Co., Inc., grain and seeds.
 Ernst-Davis Grain Co., commission.
 Goffe & Carkner, grain commission.
 Hinds & Lint Grain Co., receivers, shippers.*
 Kimball-Fowler Cereal Co., corn millers.
 Marshall & Michel Grain Co., grain, feed.
 Missouri Grain Co., grain merchants.
 Moore-Lawless Grain Co., grain receivers.
 Snodgrass, Steele & Co., grain and seeds.
 Strong Grain Co., H. L., commission merchants.*
 Thresher & Fuller, grain commission.
 Vanderslice-Lynds Co., grain commission.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.

LE MARS, IOWA.

Gehlen, J. J., grain and hay shipper.

LOUISVILLE, KY.

Verhoeff & Co., H., receivers and shippers grain.*
 Zorn & Co., S., receivers and shippers of grain.

MEMPHIS, TENN.

Brown & Co., W. P., grain and hay dealers.*
 Davis & Andrews, grain dealers.*
 Denyen & Co., grain and hay brokers.
 Edgar Grain Co., J. B., receivers and shippers.*
 Jones & Co., T. B., grain dealers.*
 Kolp, E. R. & D. C., millers, grain, seed dealers.
 Stephenson Grain Co., grain and hay dealers.
 Williams & Co., J. M., grain, hay, flour.
 Williams & Fitz-Hugh Co., grain dealers.*

MIDDLETOWN, N. Y.

Cordner, R. R., grain and feed.

MILWAUKEE, WIS.

Bartlett & Son Co., L., grain commission.*
 Krause Grain Co., Chas. A., grain dealers.*
 Lauer & Co., J. V., barley a specialty.*
 Lowry & Co., I. H., grain commission.*
 Milwaukee Elevator Co., barley.*

MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.
 Martfeld-Griffiths Co., grain commission.*
 Welch & Co., E. L., grain commission.
 Van Dusen-Harrington Co., commission.*

MONTGOMERY, ALA.

United Selling Co. (form. W. A. Davis & Co.), brokers.*

NEWARK, N. J.

Champlin & Co., F. A., grain, hay, feed.*

NASHVILLE, TENN.

Douglas & Co., Byrd, buyers of grain, hay.
 Hughes Warehouse & Elevator Co., hay, grain, receivers.
 Kerr, S. S., receiver and shipper.
 Miller & Co., grain commission.

NEW ORLEANS, LA.

Benedict Commission Co., Ltd., hay commission.
 Clark, Thos. J., broker, receiver of grain and
 hay; shipper rice bran, polish, hulls.
 Steinhardt & Co., receivers and exporters.*

NEW YORK CITY.

Forbell & Tilson, grain commission.*
 Jones & Morey Co., grain brokers.*
 Morris & Co., Chas. B., grain, feed, hay.
 Reinhardt & Co., Geo. N., grain and hay.

OKLAHOMA CITY, OKLA.

Kolp, E. R. & D. C., millers, grain, seed dealers.

OMAHA, NEB.

Exchange Grain Co., grain dealers and commission.
 Hamilton Co., The J. H., grain commission.
 Heald Grain Co., receivers and shippers.
 Nebraska-Iowa Grain Co., grain dealers.
 Thompson Co., G. C., grain dealers.
 Trans-Mississippi Grain Co., grain dealers.

PEORIA, ILL.

Altman, C. H., grain commission.
 Miles, P. B. & C. C., grain commission.*
 Tyng, Hall & Co., grain commission.*
 Van Tassel Grain Co., receivers, shippers.*

PHILADELPHIA, PA.

Buckley & Co., J. M., grain and hay receivers.*
 Clemmer, A. B., grain and feed broker.
 Delp & Co., Edmund E., grain receivers.
 Graham & Son, Jas., grain, hay, mill feed.
 Richardson Bros., grain, flour, mill feeds.
 Rogers & Co., E. L., grain, hay.*
 Woolman & Co., S. C., receivers and shippers.*

PITTSBURG, PA.

Elwood & Co., R. D., grain and feed.
 Foster, C. A., grain, hay, feed.*
 Geldel & Dickinson, grain, hay, feed.
 Graham & Son, Jas., grain, hay, mill feed.
 Kell & Son, P., grain, hay, feed.
 McCaffrey's Sons Co., Daniel, grain, hay.*
 McCague, R. S., grain, hay.*
 Stewart, D. G. & Geldel, grain, hay, straw.*

PORTLAND

Merrill, Edward P., grain broker.

RENSSELAER, IND.

Rabeck & Hopkins, grain shippers.

RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.*
 Fairbank & Co., S. G., grain, hay, seeds.
 King, Geo. T., broker and commission.*

ST. JOSEPH, MO.

Gordon, T. P., grain commission.*

ST. LOUIS, MO.

Byrne & Co., Daniel P., grain, hay, seeds.*
 Connor Bros. & Co., grain commission.*
 Goffe & Carkner Co., grain commission.
 Langenberg Bros. & Co., grain, hay.*
 McClellan & Co., Eaton, grain commission.*
 Nanson Commission Co., grain commission.*
 Sherry-Bacon Grain Co., grain commission.
 Waggoner Grain Co., receivers, shippers.

TOLEDO, O.

Coon, J. J., grain and seed receivers.*
 DeVore & Co., H. W., grain seeds.
 Goemann Grain Co., grain buyers.*
 King & Co., C. A., grain clover seed.*
 McCabe & Co., G. B., grain and seeds.
 National Milling Co., cash buyers wheat.*
 Reynolds Bros., grain and seeds.*
 Southworth & Co., grain and seeds.*
 The Toledo Field Seed Co., clover, timothy.
 The Toledo Salvage Co., salvage grain.
 Wickenhiser & Co., John, grain, mill feed.
 Zahm & Co., J. F., grain, seeds.*

WICHITA, KANS.

Clark Grain Co., A. R., grain, grain products.
 Kolp, E. R. & D. C., millers, grain, seed dealers

WINNIPEG, CAN.

Parish & Lindsay, grain commission.
 McBean & Co., Bruce, grain commission.

TOLEDO PRODUCE EXCHANGE MEMBERS

Established 1877
W. A. RUNDELL & CO.
 GRAIN AND SEED MERCHANTS
 We buy, delivered Toledo or f. o. b. your station. Personal attention to consignments and trades in "futures".
TOLEDO, OHIO

National Milling Co.
TOLEDO, OHIO
 DAILY FLOUR CAPACITY 4,000 BBLs.
 ELEVATOR CAPACITY 1,500,000 BU.
 Always in the market for milling wheat; ask for our daily bids.

Be Friendly. Write Occasionally.
 Established 1846.
C. A. KING & CO.
TOLEDO, OHIO
 Grain and Clover Seed, spot and futures.
 Special Market and Crop Reports Free.
 MEMBERS | Toledo Produce Exchange.
 Chicago Board of Trade.

S. C. Reynolds C. L. Reynolds F. J. Reynolds
REYNOLDS BROS.
 GRAIN AND SEEDS
 24, 25 and 26 Produce Exchange
TOLEDO, O.
 Offer us your Grain and seeds: consign it, or ask for bids.

Send your orders on futures, grain and seeds, in any market to
Southworth & Co.
 We can execute them to your satisfaction.

THE J. J. COON GRAIN CO.,
GRAIN
SEEDS AND FEED
 61 PRODUCE EXCHANGE, TOLEDO, OHIO
 Consignments solicited. Ask for Our Daily Bids.

The Toledo Field Seed Co.
CLOVER AND TIMOTHY SEED
 Consignments Solicited
 Send Us Your Samples
ASK FOR OUR DAILY BIDS
TOLEDO, O.

The Toledo Salvage Co.
 Buyers of
 OFF GRADES and
 SALVAGE GRAIN
Toledo, - - - Ohio

ZAHM
 Established 1879.
J. F. ZAHM & CO.
 J. F. ZAHM P. MAYER
 P. W. JAEGER
GRAIN AND SEEDS
CASH AND FUTURES.
TOLEDO. - - OHIO.

HARRY CUDDEBACK
 with
JOHN WICKENHISER & CO.
 Buyers and Shippers of Grain.
 We buy F. O. B. your station for interior shipment. - Consignments solicited.
Toledo, O.

Established 1887
H. W. DeVORE & CO.
COMMISSION
 Grain, Seeds, Etc.—Spot and Future Delivery
 Buyers and Shippers
 Corn, Oats, Hay, Straw
 and Mill Feed **TOLEDO, O.**

CINCINNATI CHAMBER OF COMMERCE MEMBERS.

The Gale Bros. Co.
CINCINNATI, O.
WANT YOUR BUSINESS
GRAIN - HAY

J. V. Metzger & Co.
 Receivers and Shippers
GRAIN and HAY
Cincinnati, Ohio
ROBINSON'S
CIPHER CODE (Revised)
 Bound in leather, gilt edges.....\$2.00
 Bound in cloth..... 1.50
 Your name in gilt letters on front cover
 25 cents extra.
GRAIN DEALERS COMPANY
 255 La Salle Street **Chicago**

THE UNION
GRAIN & HAY CO.
CAPITAL \$400,000.00
CINCINNATI, OHIO
 Will look out for your interests.
GIVE US A TRIAL
GRAIN :: HAY

PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS.

S. C. WOOLMAN & CO.
 Receivers and Shippers
Grain, Hay, Mill Feed
 Send for our Market Letter
PHILADELPHIA, :: PA.

SELL OR CONSIGN YOUR
CORN-OATS-HAY
EDMUND E. DELP & CO.
 474 BOURSE - PHILADELPHIA, PA.
 We Distribute to Interior Trade Throughout the East - GIVING ADVANTAGE OF ALL MARKETS

Established 1863
E. L. Rogers & Co.
 COMMISSION MERCHANTS
Grain, Feed, Hay, Straw
 Bourse Bldg., **PHILADELPHIA, PA.**

L. F. Miller & Sons
 Receivers and Shippers of
Grain, Feed, Seeds, Hay, Etc.
 CONSIGNMENTS SOLICITED
 Office 2931 N. Broad St. **PHILADELPHIA, PA.**
 Elevator and Warehouse, Germantown Jct. P. R. R.

Car Load Tables
 Reduce pounds to bushels in car load lots. Oats (32 lbs.), six tables, 20,000 to 80,000 lbs. Corn (56 lbs.), eight tables, 20,000 to 108,000 lbs. Wheat (60 lbs.), eight tables, 20,000 to 108,000 lbs. Barley (48 lbs.) six tables 20,000 to 86,000 lbs. The tables are printed in two colors on good paper. Price, Leather binding, \$2.00; Cloth binding, \$1.50.
GRAIN DEALERS JOURNAL, 255 LaSalle St, Chicago, Ill.

BALTIMORE CHAMBER OF COMMERCE MEMBERS.

The William Hopps
Grain and Hay Co.
Buyers, Receivers & Shippers
Advances made on consignments.
Hay and Ear Corn Wanted.
524-26 East Monument Street
Baltimore : : Maryland

**GRAIN
HAY
AND
FEED
STUFFS**

Established 1882.
G. A. HAX & CO.
COMMISSION
Grain, Hay and Seeds
445 North Street, Baltimore, Md.

CHAS. ENGLAND & CO.
Commission Merchants
GRAIN - HAY - SEEDS
308-310 Chamber of Commerce, BALTIMORE

THOS. H. BOTTS & CO.
Commission Merchants
GRAIN SEEDS FLOUR
Liberal Advances Made on Consignments
309 Chamber of Commerce
BALTIMORE, MD.

J. M. FRISCH & CO.
Formerly of and Successors to W. G. Bishop & Co.
COMMISSION MERCHANTS
Grain, Hay and Seeds
316 North St. BALTIMORE, MD.
References—Dun, Bradstreet and First
National Bank, Baltimore.

E. F. Richards Harry M. Hammond
RICHARDS & HAMMOND
GRAIN
Special Attention Given to Consignments
211 Chamber of Commerce, BALTIMORE, MD.

Thos. Johnston Company
GRAIN
Receivers and Shippers.
Consignments Solicited.
204 Marine Bank Bldg., BALTIMORE, MD.

Louis Müller, Pres. John M. Dennis, V-Pres.
Ferdinand A. Meyer, Treasurer
LOUIS MÜLLER CO.
Grain Receivers and Exporters
Correspondence and Consignments
Respectfully Solicited
BALTIMORE, MARYLAND

FAHEY & RYLEY
Grain Receivers and Exporters
We are in the market every day
Correspondence Solicited
BALTIMORE, :: :: MD.

MILWAUKEE CHAMBER OF COMMERCE MEMBERS.

Established 1864
I. H. LOWRY & CO.
Grain Commission Merchants
64 Mitchell Building
BRANCH HOUSES: MILWAUKEE, WIS.
62 Wheeler Bldg., Chicago, Ill.
821-22-23 Chamber of Commerce, Minneapolis.

SHIPPERS
in the Northwest read this
page; your "ad" will be
read too if you place it here

Chicago Reference: Minneapolis
Marine National Bank, Milwaukee, Wis.
J. V. LAUER & CO.
GRAIN COMMISSION MERCHANTS
CHAMBER OF COMMERCE
Barley a Specialty MILWAUKEE, WIS.

CAIRO BOARD OF TRADE MEMBERS.

H. L. Halliday Milling Co.
WHEAT, CORN AND OATS,
CAIRO, ILL.
Elevator Capacity 500,000 Bushels.

SAMUEL HASTINGS CO.
GRAIN-HAY
CAIRO, ILLINOIS

Redman, Magee & Co.
GRAIN
Delta Elevator, Cairo, Illinois

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS.

Wheat, Barley, Flax, Oats
For prices and
samples, write
The Van Dusen-Harrington Co.
Minneapolis Duluth Kansas City

Milwaukee Chicago
E. A. BROWN & CO.
GRAIN COMMISSION
Minneapolis, Minn.
Consignments Solicited. Prompt Returns
Guaranteed.

Marfield-Griffiths Co.
GRAIN COMMISSION
Offices: ——— CHICAGO,
MINNEAPOLIS, MILWAUKEE.
DULUTH,
Correspondence Solicited.

E. L. WELCH & CO.
Minneapolis, Minn.
GRAIN.
Consignments and Correspondence Solicited.
Liberal Advances. Prompt Returns.

**GRAIN TABLES
FOR CAR LOADS**

Clark's Grain Tables for Car Loads, so extensively used for reducing pounds to bushels have been extended to cover the largest car loads. The book now contains 28 pages of tables as follows:
Oats (32 lbs.) six tables, 20,000 to 85,000 lbs.
Corn (56 lbs.) eight tables, 20,000 to 108,000 lbs.
Wheat (60 lbs.) eight tables, 20,000 to 108,000 lbs.
Barley (48 lbs.) six tables, 20,000 to 86,000 lbs.
The number of bushels in any weight of grain, within the numbers specified above are given in bold-faced type. The tables are printed in two colors on good paper. By their use all reductions are avoided and errors are prevented.

Bound in cloth - - - \$1.50
Bound in leather and indexed, \$2.00

GRAIN DEALERS JOURNAL
255 LaSalle St. - - Chicago, Ill.

Quotation Record
(FORM 97)

is sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on "Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday—, 190—." Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10, 11 and 12 o'clock and the close, as well as the closing price the previous week.

As a handy reference record of market prices it has no equal. Each sheet is $9\frac{1}{2} \times 9\frac{3}{4}$ inches and has spaces for one week's record. The sheets are put up in blocks of sixty—a year's supply and sold for 75 cents by the

GRAIN DEALERS JOURNAL
255 La Salle St., Chicago, Ill.

If You Want

regular country shippers to
become familiar with your firm
name, place your "ad" here.

BUFFALO CORN EXCHANGE MEMBERS.

W. W. Alder T. J. Stofor

ALDER & STOFER
Commission Merchants

We do not buy any grain, but handle on commission, and solicit your Buffalo consignments.

83 Chamber of Commerce
BUFFALO NEW YORK

HENRY D. WATERS
GRAIN COMMISSION MERCHANT
CONSIGNMENTS SOLICITED
54 Board of Trade, BUFFALO, N. Y.

Salvage Grain Wanted
I buy damaged malt, flaxseed and salvage grain of all kinds.
WM. B. GALLAGHER
72 Pearl St. BUFFALO, N. Y.

1884 1906
S. W. YANTIS
Grain & Commission
Correspondence Solicited
BUFFALO, N. Y.

BURNS BROTHERS
BUFFALO
GRAIN
CHAMBER OF COMMERCE,
BUFFALO, N. Y.

PRATT & CO.
Grain Commission Merchants
Correspondence Solicited.
76 and 77 Board of Trade
BUFFALO, N. Y.

WANTED—White Milling Corn, Yellow Corn, Mill Feed, Chicken Feed Wheat, Feed Barley, Kaffir Corn, Oyster Shells in car loads.
BUFFALO CEREAL CO.
BUFFALO, N. Y.

The Electric Elevator and Milling Co., Buffalo
BUFFALO OFFICE ELEVATOR CAPACITY N. Y. OFFICE
26 Chamber of Commerce 2,000,000 bu. 104 Produce Exchange
Rail and Lake.
Receivers and Shippers of Grain, Mill Feeds, Hay
We offer you the advantage of both the Buffalo and New York Markets. Correspondence and consignments solicited.

THIS SPACE
FOR SALE.

PITTSBURGH GRAIN AND FLOUR EXCHANGE MEMBERS.

HAY GRAIN
In one spot 40 years
The Best Market in the World
We know the Best Buyers.
Liberal advances on consignments. Write us.
Daniel McCaffrey's Sons Co.
Pittsburgh, Pa.
References: Duquesne National Bank, Washington National Bank

P. Keil & Son
GRAIN - HAY - FEED
201 Grain Exchange, - PITTSBURGH, PA.

H. G. MORGAN
The Pittsburgh Hay Man
Ear Corn, Hay and Oats
Grain Exchange Building
PITTSBURGH, PA.

The Value
of an "ad" is not measured by what it costs, but by what it pays the advertiser.

JAMES GRAHAM ESTABLISHED 1866. S. O. GRAHAM
JAMES GRAHAM & SON
Capital, \$400,000.00
GRAIN, HAY AND MILL FEED
REFERENCES—First National Bank, Mellon National Bank, Bradstreet's and Dun's Mercantile Agencies.
807 Westinghouse Building, Pittsburgh, Pa.

YOU KNOW
you want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them

NEW YORK PRODUCE EXCHANGE MEMBERS.

The Larrowe Milling Co.
Grain Merchants
227 Produce Exchange, New York.

Chas. B. Morris Established 1870 Chas. J. Leward
CHAS. B. MORRIS & CO.
GRAIN; FEED, HAY AND STRAW
FOOT 131ST STREET, HUDSON RIVER, N. Y.
Storage capacity, 125 cars. Liberal advances made on all consignments. Members N. Y. Produce Ex. and National Hay Association.

Forbell & Tilson
COMMISSION MERCHANTS
GRAIN, MILL FEEDS, HAY.
OATS A SPECIALTY.
—CONSIGNMENTS SOLICITED—
342 Produce Exchange, NEW YORK CITY.

MEMPHIS MERCHANT'S EXCHANGE MEMBERS.

WHOLESALE GRAIN DEALERS
Always in the market
W. P. BROWN & CO.
Successors to John K. Speed & Co.
MEMPHIS, TENNESSEE

When you have either **CORN, OATS OR HAY TO SELL** write or wire us your lowest prices F. O. B. your track, or delivered Memphis. When you prefer to consign let us have your shipments with the assurance that they will be handled to the best possible advantage. We will make liberal advances on consignments. References: Bankers Trust Company, Memphis, Tenn., and H. N. Schayler & Son, Pana, Ill.
STEPHENSON GRAIN CO., Memphis, Tenn.

CHICAGO BOARD OF TRADE MEMBERS.

ReQua Brothers

Nearly everybody reads our Market Letter. Write for same. Consignments and future orders solicited.

FRANK E. GULICK, Manager Receiving Dept.
86 Board of Trade, CHICAGO

MINNEAPOLIS

MILWAUKEE

W.A. FRASER CO.

Consignments and Future Delivery Orders Solicited.
714-715 Royal Ins. Bldg, CHICAGO

FREEMAN BROS. & CO.

COMMISSION MERCHANTS

GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO
Orders for the purchase and sale of grain for future delivery executed

W. H. PERRINE & CO.
COMMISSION MERCHANTS

Consignments a Specialty
39 Board of Trade, Chicago, ILL.

**BARTLETT,
FRAZIER & CARRINGTON****GRAIN**
RECEIVERS AND SHIPPERS

WESTERN UNION BUILDING, CHICAGO, ILL.

**POLK'S
FLOUR MILL and GRAIN
DIRECTORY**

FOR 1906

Embracing the Entire United States

CONTENTS:

Grain Elevators—Capacity and power of each,
Grain Brokers and Commission.
Grain Buyers and Shippers.
List of all Flour Mills in the United States.
List of Cereal and Feed Mills.
European Flour Importers.
Wholesale and Retail Flour and Feed Dealers.
Wholesale and Retail Bakers.
Mill Supplies and Mill Machinery Manufs.
Mill Architects and Builders.
Bakers' Supplies and Machinery.
Seed Supplies and Machinery.

PRICE \$6.00

Address all orders to

GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago

W. H. LAKE & CO.
Commission Merchants

We Solicit Your Consignments and Orders in Futures.

50 BOARD OF TRADE, CHICAGO
515 Chamber of Commerce, St. Louis.

MEMBERS

Chicago Stock Exchange. Chicago Board of Trade.
New York Produce Exchange.
St. Louis Merchants Exchange.
Milwaukee Chamber of Commerce.
Minneapolis Chamber of Commerce.

Consignments Solicited

Members:
Chicago Board of Trade.
New York Cons. Stock Exchange.

**JOHN
DICKINSON & CO.**
171 LaSalle Street
CHICAGO

Private wires East.

Special attention given to correspondence on future deliveries.

W. F. JOHNSON GEO. A. WEGENER

W. F. Johnson & Co.

59 BOARD OF TRADE

CONSIGNMENTS SOLICITED

Orders for Future Delivery Promptly Executed

A. L. SOMERS

CHAS. A. JONES

Somers, Jones & Co.

COMMISSION MERCHANTS

Grain and Field Seeds

Consignments and orders for future deliveries respectfully solicited. Good work and the best of treatment guaranteed

No. 82 Board of Trade

CHICAGO

**YOUNG &
NICHOLS**
GRAIN

Commission Merchants

Consignments and orders for futures solicited.

169 Jackson Boul.
CHICAGO

GEO. S. DOLE, Pres. H. N. SAGER, Sec.

J. H. DOLE & CO.

(ESTABLISHED 1852)

COMMISSION MERCHANTS

GRAIN AND SEEDS

We solicit your
CONSIGNMENTS
and orders in futures.

226 La Salle St., CHICAGO

Consignments and correspondence solicited. Orders in futures promptly executed.

GRAIN TRY ME SEEDS

All business transacted through and confirmed by Milmine-Bodman Co.
H. M. Paynter, 5 and 7 Board of Trade, Chicago

J. C. SHAFFER & CO.

GRAIN MERCHANTS

Buyers and Shippers of Grain

240 La Salle St., CHICAGO

Lucius & Dyckman

GRAIN COMMISSION

725 Postal Telegraph Bldg.

Phone Harrison 5320

CHICAGO, ILL.

W. H. MERRITT & CO.

Grain Buyers & Shippers

CORRESPONDENCE SOLICITED.

87 Board of Trade, CHICAGO, ILL.

Member Chicago Board of Trade

WRITE FOR MY

"Grain Trade Talks"**Edward G. Heeman.**

159 LaSalle St., CHICAGO

Rotunda National Life Building,

All business transacted through and confirmed by Chas. W. Gillett.

My "GRAIN TRADE TALKS" are published in full in the Chicago Evening Post and Chicago Journal. Will send either paper free to customers.

CHICAGO BOARD OF TRADE MEMBERS.

Rumsey & Company,

Successors to Rumsey, Lightner & Co.

COMMISSION MERCHANTS

Grain, Provisions and Seeds

Cash and Future Deliveries.

97 Board of Trade

CHICAGO.

Rosenbaum Brothers

COMMISSION MERCHANTS

77 Board of Trade
CHICAGO

Consignments our Specialty
Orders for Future Delivery Carefully Executed
We Solicit Your Correspondence

Wright, Bogert & Co.

Commission Merchants

Correspondence and Consignments
Solicited.

Orders for future delivery
carefully executed.

SCREENINGS AND MILL STUFF

306-308 Postal Telegraph Bldg.
CHICAGO

No order too large for me to execute
or too small to be appreciated

GRAIN
CONSIGNMENTS
A SPECIALTY

Sam Finney

58 Board of Trade
CHICAGO

SEEDS
TIMOTHY FLAX CLOVER A SPECIALTY HARLEY OATS CORN
F. E. WINANS
Grain Commission Merchant
p Sherman St., Chicago

ARMOUR GRAIN COMPANY GRAIN DEALERS

Consignments solicited. This department
is fully equipped in every way to give the
very best service in Chicago.

205 La Salle Street, - CHICAGO

ARTHUR R. SAWERS
Phone
Harrison 1504
510 POSTAL TEL. BLDG.
CHICAGO
ILL.
GRAIN MERCHANT

Cifer Codes

Use a good Telegraph Cifer Code. Prevent Errors, Reduce the Cost of Sending messages and Prevent Contents becoming known to agents.

ROBINSON'S TELEGRAPH CIPHER CODE is used more extensively by the grain trade than all others combined. Well arranged, compact; can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00; cloth, \$1.50.

A. B. C. INTERNATIONAL CODE, is used more extensively in international trade than any other. Bound in cloth, 490 pages. Fourth edition, \$5.00. Fifth edition, 1,400 pages, \$7.00.

HAY AND GRAIN CIPHER CODE is for the use of hay receivers and shippers. Is well arranged, compact and well printed on good paper. Price, \$1.00.

BALTIMORE EXPORT CABLE CODE, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 152 pages. Price, \$10.00.

COMPANION CABLE CODE, a complete general code, with words from the official telegraph vocabulary. Bound in cloth, 144 pages. Price, \$5.00.

RIVERSIDE CODE, fifth edition, specially adapted for use of millers and flour dealers who do an export business. Bound in flexible leather covers, 228 pages. Price, \$3.00.

UNITED STATES CIPHER CODE. Bound in cloth, 136 pages. Price, \$3.00.

REVISED ECONOMY CODE. Well bound and printed. Price, \$5.00.

YOUR NAME in gilt letters stamped on front cover on any of above books for 25 cents extra.

For any of the above, address

GRAIN DEALERS COMPANY

255 La Salle St., Chicago, Ill.

W. P. ANDERSON & COMPANY COMMISSION MERCHANTS GRAIN AND PROVISIONS

Consignments Solicited

Ground Floor, 12 Sherman Street, CHICAGO, ILL.

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Bags, etc.
MINNEAPOLIS, MINN.

RECEIVERS

who want to reach the regular grain
dealers of the country use space in
the GRAIN DEALERS JOURNAL. . .

Robinson's Telegraphic Cipher Code (Revised)

Is more extensively used by Grain
and Provision Dealers and Millers

than all other codes combined. It is compact, small and can be easily carried in the pocket. It has been revised and fifteen pages added. Every cipher word, quotation and phrase in former editions has been retained. Get the latest edition; by using it your messages will be understood, you will save time and expense. Price, bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Your name in gilt letters on front cover 25 cents extra.

GRAIN DEALERS COMPANY

255 La Salle St. CHICAGO, ILL.

WRITE FOR OUR DAILY MARKET LETTER
J. H. WARE
E. F. LELAND
C. W. LEE
F. J. FAHEY

CONSIGN

Your Grain and Seeds and send
your orders to

WARE & LELAND

400-410 Postal Telegraph Bldg.

CHICAGO

For Grain, Provisions,

Stocks and

Cotton.

YOUR INTERESTS ARE OUR INTERESTS

KANSAS CITY BOARD OF TRADE MEMBERS.

GEO. A. ADAMS GRAIN COMPANY

Good Milling Wheat Our Specialty

Orders Executed in Futures
on All Exchanges

Board of Trade

KANSAS CITY, MISSOURI

Key H. Beach. Robinson's Cipher. M.L. Kever

**BEACH-KEEVER
GRAIN CO.**Try us with consignments of grain.
We also handle options.

344 Board of Trade, Kansas City, Mo.

H. Vanderslice

John H. Lynds

Vanderslice-Lynds Co.

Grain Commission Merchants

Correspondence and consignments solicited
Board of Trade KANSAS CITY, MO.**Kimball-Fowler Cereal Co.**CORN AND RYE MILLERS
BREWERS' GOODS AND FEED

615 Board of Trade, Kansas City, Mo.

Your Grain.Ship it to us and thus realize
top prices and prompt returns.
We are equipped to fill orders
for futures, promptly, too, in
either Chicago, Kansas City
or St. Louis markets.**ERNST-DAVIS GRAIN CO.**

KANSAS CITY, MO.

Members Kansas City Board of Trade,
Chicago Board of Trade and St. Louis Mer-
chant's Exchange.**GOFFE & CARKENER**

Kansas City, Mo.

Consignments, Mill
Orders, Futures**CONSIGNMENTS and
FUTURE ORDERS**solicited. Our salesmen are men of experience
and good judges of grain, hence any business en-
trusted to us will have the best of care.

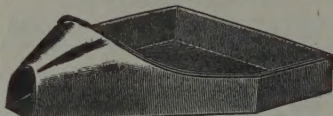
Snodgrass, Steele & Co., Kansas City

The H. L. Strong Grain Co.

Established 1880

COMMISSION MERCHANTSSpecial attention given to
Consignments of Grain
and trades in futures in the
Kansas City MarketsMAIN OFFICE: BOARD OF TRADE
KANSAS CITY, MO.**Grain Sample Pan**

For Examining Samples of Grain and Seeds

Made of Aluminum. The lightest pan made,
will not Rust or Tarnish, always stays bright.
Grain Size, 24x12x16 1/2 ins. \$1.25
Seed Size, 18x19x11 ins. \$1.00
Grain Dealers Co., 255 La Salle St., Chicago, Ill.**Moore-Lawless Grain Co.**

Kansas City, Mo.

SPECIAL ATTENTION GIVEN

Consignments, Futures,
Mill Orders for Virgin Wheat.**CLARK'S CAR REGISTER**Shows at a glance where to look for the
record of any car of grain. It is made of
heavy ledger paper, is well bound and in-
dexed. Size 11x14 1/2 in.

No. 40 contains spaces for 9,000 cars, \$1.50

No. 42 contains spaces for 17,000 cars, 2.50

GRAIN DEALERS COMPANY
255 La Salle St., Chicago

PEORIA BOARD OF TRADE MEMBERS.

VAN TASSELL GRAIN CO.GRAIN
MERCHANTS

PEORIA, - - - - - ILL.

DriveYour business. Hitch up with an ad.
in the Grain Dealers Journal. You
will then have a pleasant and profit-
able ride.**J. S. BOCOCK**GRAIN
COMMISSION

Room 30 Board of Trade, Peoria, Ill.

ST. LOUIS MERCHANTS EXCHANGE MEMBERS.

SHERRY-BACON GRAIN CO.

Receivers & Shippers of Grain.

213 Merchants' Exchange

ST. LOUIS, - - - MO.

W. C. Goffe, G. S. Carkener, G. C. Martin, Jr.

GOFFE & CARKENER CO.

Grain Consignments Solicited

514 Chamber of Commerce, ST. LOUIS

Daniel P. Byrne & Co.

General Commission Merchants

Successors to Redmond Cleary Com. Co.

Established 1854. Incorporated 1857.

Grain, Hay, Millfeed and Seeds

Chamber of Commerce, ST. LOUIS, MO.

Nanson Commission Co.

Grain, Hay and Seeds

202 Chamber of Commerce,

St. Louis, Mo.

CLARK'S CAR REGISTERis designed especially to facilitate
finding of record of any car.
A time and labor saver. Invalu-
able to receivers.

Grain Dealers Co., Chicago, Ill.

EATON, McCLELLAN & CO.

Receivers and Shippers of

GRAIN

19 North Main Street

ST. LOUIS, MO.

RECEIVERS, SHIPPERS AND BROKERS.

EVANSVILLE, IND.

NASHVILLE, TENN.

GREENVILLE, OHIO.

W. H. SMALL & CO.
RECEIVERS AND SHIPPERS
GRAIN, SEEDS AND HAY
Office, 7 and 9 Upper 1st Street,
EVANSVILLE, IND.
Warehouses and Elevators:
Belt R. R., cor. Penna. and Bellevue Streets

Established 1876
MILLER & CO.
HAY, GRAIN & COMMISSION
Nashville, Tenn.
Consignments Solicited

E. A. GRUBBS GRAIN CO.
GREENVILLE, O.
Grain, Hay, Straw.
Correspondence wanted with Grain Dealers
who ship East Union Line Via Indianapolis,
Indiana.

BATTLE CREEK, MICH.

ATCHISON, KAS.

PORTLAND, ME.

McLane, Swift & Co.
Buyers of Wheat, Corn, Natural
and Clipped Oats, Choice Rye.
Write for bids—your track.
Grain Elevators on Grand Trunk Railway
BATTLE CREEK, MICH.

The S. R. Washer Grain Co.
Choice Kansas Hard Wheat
Grain and Products
We Solicit Correspondence
ATCHISON " " KANSAS
Members G. D. N. A.

EDWARD P. MERRILL,
Grain Broker,
PORTLAND, ME.

LE MARS, IOWA.

Grain and Hay For Sale
I want Eastern and Southern trade
to write or wire for prices on Oats,
Corn, Barley and Timothy Hay.
J. J. GEHLEN, Le Mars, Iowa

INDIANAPOLIS, IND.

The
Bassett Grain Co.
INDIANAPOLIS
Telephone 80. Rooms 33 & 35 Board of Trade

COAL SALES BOOK
FORM 44.
FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the
chance of error. Practically three books in
one. 1. It is the original entry of all sales
made. 2. It is the original entry on the
scale weights. 3. It is the Journal from
which the posting is done.
It contains spaces for 6,000 loads. Each
page is ruled with column headings, as follows:
Date, Ledger Folio, Purchaser, Gross, Tare,
Net Pounds, Price Per Ton, Amount.
This book is 8 1/4 x 14 inches and contains
150 pages of superior ledger paper. Each
page is numbered. It is well bound with best
binder board, covered with cloth, has leather
back and round leather corners. Price, \$1.75.

FOR SALE BY
Grain Dealers Company,
255 La Salle St. CHICAGO, ILL.

MIDDLETOWN, N. Y.

R. R. CORDNER
MIDDLETOWN, N. Y.
Sells on brokerage or commission, Grain, Feed, Hay,
Straw or Potatoes in car lots or will purchase same.
Refer to Merchants National Bank

The Miami Grain Co.
Successors to H. E. Kinney
Buyers of Grain for seaboard and
interior markets. Also solicit
consignments for Indianapolis.
Correspondence Solicited.
Board of Trade Indianapolis, Ind.

CLEVELAND, O.

CEDAR RAPIDS, IOWA.

THE UNION ELEVATOR CO.
Buyers and Shippers of
Corn, Oats, Wheat, Hay & Straw
CLEVELAND, O.
We are in the market at all times for "off grades" of grain

J. H. FAULKNER FRED FAULKNER
J. H. FAULKNER & CO.
Grain Brokers Cedar Rapids, Iowa

FREMONT, NEB.

NYE SCHNEIDER FOWLER CO.
GRAIN DEALERS
Corn for Feeders. Milling wheat a specialty,
both winter and spring. Write for samples
and prices. Shipment via C. & N. W. R. R.
GENERAL OFFICES:
FREMONT, NEB.

SHIPPERS'
RECORD BOOK
NO. 20

is designed to facilitate the book-keeping of
grain shippers, and to minimize the labor of
keeping a complete record of each car ship-
ped. The book is 9 1/2 x 12 inches and contains
100 double pages of superior paper. It is
well bound, ruled in two colors, and the col-
umn headings clearly printed. Spaces are
provided for records of 2,900 car loads.

At top of left-hand page, in bold-faced
type, are the words, "IN ACCOUNT WITH,"
and at top of facing page is dotted line for
name of firm to whom grain is sold. It is in-
tended that records of shipments to each firm
shall be kept separate. The column head-
ings on the facing pages are: Date of Sale,
Date of Shipment, Car No., Initials, Amount
Sold, Kind of Grain, Weight, Price, Draft,
Remarks, Date Returned, Weight Returned,
Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording
these facts under the respective heads.
Price, \$1.75. Address

GRAIN DEALERS COMPANY
255 La Salle St., CHICAGO, ILL.

Auditors, Bookkeepers

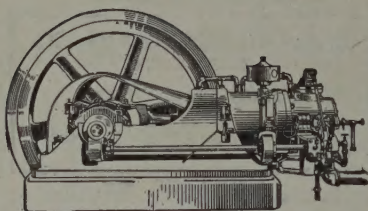
and other accountants who
check over Grain Accounts
will find Clark's Decimal Grain
Values an invaluable assistant.
By its use the labor will be re-
duced to a minimum, errors
will be prevented and time
saved.

Write for Descriptive Circular

Grain Dealers Co.
255 LA SALLE ST.
CHICAGO, ILL.



POWER FOR GRAIN ELEVATORS.



OLDS Engines

Olds Gas Engines and Pintsch Suction Gas Producers are built in the same plant—the engines are simple, economical and reliable (2 to 1600 h. p.—producers 2 to 2000 h. p.) and save 50% to 75% of your fuel cost.

We know each complete plant (producer and engine) will run *right* before it leaves the factory, perfectly adapted to the coals you will use. Operating costs are $\frac{1}{2}$ to 1-5 of steam, $\frac{1}{2}$ gasoline. Especially adapted for grain elevators.

$\frac{3}{4}$ inch shells where others use $\frac{1}{2}$ inch, every elbow cross or tee fitted with cleaning holes, double closing changing hopper, special shaking grates that remove clinker troubles.

Write for detailed information.

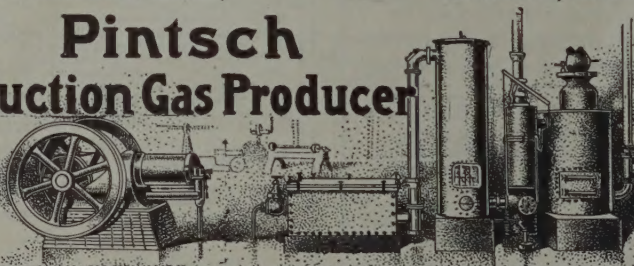
OLDS GAS POWER CO.

Formerly Olds Gasoline Engine Works

956 Chestnut Street,

LANSING, MICH.

Pintsch Suction Gas Producer



The I. H. C. GAS AND Gasoline Engine

Is the engine for the grain man because it gives him power that he can absolutely depend upon—the power is always there when he wants it, as long as he wants it, for every requirement.

An I. H. C. gasoline engine not only furnishes the most dependable power, but the most economical power as well.

Because the I. H. C. engine develops power from the most economical sources, gasoline, gas or denatured alcohol and never uses a charge more of fuel than is absolutely necessary to carry the load.

It takes less time and trouble to run an I. H. C. engine than any other because it is more simply constructed than others. There are no complicated parts to put the whole mechanism on a strike.

The I. H. C. engines are made in the following styles and sizes:

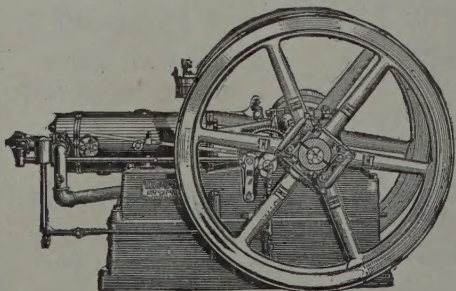
Horizontal Engines:

Stationary 4, 6, 8, 10, 12 and 15 H.P.

Portable 6, 8, 10, 12 and 15 H.P.

Vertical, 2, 3 and 5 H.P.

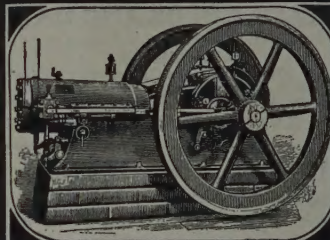
Write for catalogue giving full details and showing why you will serve your own best interests by installing an I. H. C. engine.



International
Harvester Company of America
Incorporated

No. 7 NN Monroe St., Chicago, Ill.

FOOS



WIPE SPARK IGNITER—VERTICAL VALVES
Centerline Countersbalance, Accessibility. Our 40-page Catalog No. 20 gives many more advantages. The experience of 19 yrs. in every engine.

THE FOOS GAS ENGINE COMPANY
Springfield, Ohio

THE PRACTICAL GAS ENGINEER (3rd Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00.

GRAIN DEALERS JOURNAL
255 La Salle St., Chicago, Ill.

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longenecker, M. D., Price \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$1.50.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Strittmatter, Price, \$1.00.

For any of the above address,

Grain Dealers Journal

255 La Salle St., Chicago, Ill.

The Gas Engine Handbook (Second Edition)

By E. W. ROBERTS, M. E.

A Pocket Manual of Useful Information for
Operators of Gas and Gasoline Engines

It tells how to start and stop. Care of the engine. Gas engine troubles, where to look for the cause of the trouble, and the remedies which apply. How gasoline engines differ from gas engines. How to handle a gasoline engine and special rules for its care. All about the igniters, valve mechanisms, governors and devices for starting large engines, etc.

This book is equally valuable for the designer and engineer. It covers all points thoroughly, and a draughtsman by following the rules and formulas laid down can design without difficulty a perfect engine.

The book is $3\frac{1}{2} \times 5\frac{1}{4}$ inches, contains 240 pages of descriptive and illustrated matter and is well bound in cloth. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY

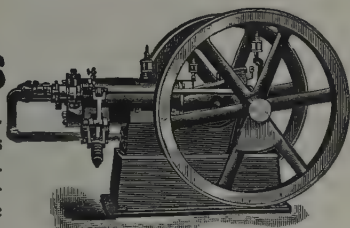
255 LaSalle St., CHICAGO, ILL.

HOWE SCALES and HOWE ENGINES



insure correct weights and a reliable and dependable power.

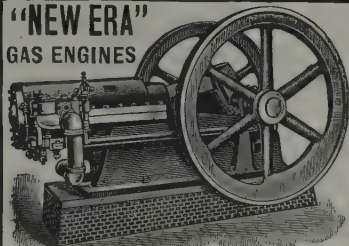
Your business demands these. WHY NOT GET THE BEST?



The HOWE SCALE CO. of Ill.
CHICAGO

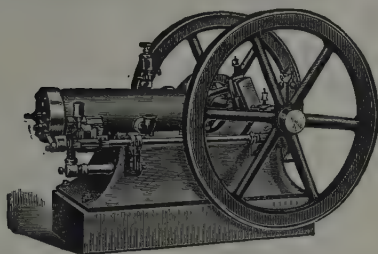
St. Louis Minneapolis Kansas City Cleveland

"NEW ERA" GAS ENGINES



For Gas or Gasoline. Sizes 1 1/4 to 150 H. P.
THE NEW ERA GAS ENGINE CO.
86 Dale Avenue, DAYTON, OH O. U. S. A.

CALLAHAN GASOLINE ENGINES



Grain Elevator Machinery and Supplies

C. D. Holbrook & Co.

MINNEAPOLIS, :: MINN.

OTTO ENGINES

Bought in 1895—Been Running Constantly

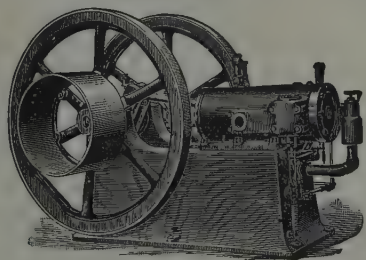
The Naugatuck News, Naugatuck, Conn., writing for supplies, incidentally remarks: "The engine has been a fine one, in fact the best investment we ever made." Surely a splendid tribute to pay to a piece of machinery. "Otto" design, "Otto" materials and "Otto" workmanship combine to make "Otto" excellence. "Otto" engines can never be "cheap" yet are always the CHEAPEST.



OTTO GAS ENGINE WORKS, Phila., Pa.
STANDARD OF THE WORLD

J. Thompson & Sons Manufacturing Co.

—Established 1860—



LEWIS ENGINES—Throttling Governor
THOMPSON ENGINES—Hit and Miss Type
THOMPSON AUTOMATIC—Sizes, 4 H. P. to 250 H. P.
GAS PRODUCERS—Sizes, 50 H. P. to 250 H. P.

Write us for full information.

BELOIT - - WISCONSIN

Fairbanks Automatic Scales



For continuous, uniform and accurate weighing of grain.

Fairbanks

Standard Track and Hopper
Scales used the world over

Fairbanks-Morse

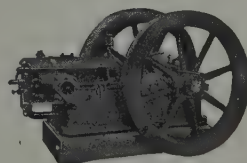
Gas, Gasoline or Oil Engines are cheaper than steam power using cobs as fuel. Require no attention after starting, thus dispensing with engineer.

STEADY, RELIABLE POWER

Let us bid on your Mill and
Elevator Equipment

Send for Catalog 550 G R

Fairbanks-Morse & Co.
Chicago, Ill.



DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

POWER CAR LOADERS FOR ELEVATORS.

**IF YOU WANT THE BEST
CAR LOADER**

Write

**The Ideal Car Loader Co.
ALLENVILLE, ILL.**

Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.50 per year.



Frankfort, Ind., Aug. 13, 1903.

Maroa Mfg. Co.,
Maroa, Ill.

Gentlemen:—We herewith say that the three Boss Car Loaders you put in for us are working fine and we are perfectly satisfied with them, and only say we are sorry we did not put them in at our elevators sooner.

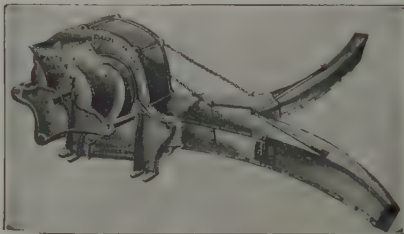
Very respectfully,

OSBORNE, DILLEN & SELLARS.

That the loaders are entirely satisfactory is shown by the many letters from customers which we are publishing in this space. However, you do not have to take any one else's word for it, as we are glad to send them on trial and you can have one that way if you will write us for it.

MAROA MFG. CO., Maroa, Ill.

The DAISY is Light Running and Improves the Grade



The letter from Mr. Mitchell is one among many we are daily receiving and all have a word of praise for the "Daisy" Car Loader. Why? Because it is the best and does just as we recommend. Sent on trial upon request.

Dunn, Ill., Nov. 10, 1905.

WELGE & LILLY:—

I have used your Daisy Grain Loader for about 4 months and I am perfectly satisfied with it, as I have got better grading on my grain since using it. I find it a light-running machine and just as you recommend it.

Yours truly,

J. D. MITCHELL.

WELGE & LILLY, - Maroa, Ill.

Corn and Oat Tables

On Cards

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

Grain Dealers Co.

255 La Salle Street, - Chicago, Ill.

Wagon Loads Received

FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners.

Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners.

Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½ x 14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½ x 16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

AIR DRIED GRAIN

(NOT KILL DRIED)

The Ellis Drier insures even and perfect drying at low temperatures. The only machine where the air passes through the grain uniformly and reaches every kernel. Built in all sizes from five bushels capacity and up.

"Ellis Grain Drier"

Macdonald Engineering Co.

Sole Manufacturers

549-553 Monadnock Building, Chicago

The Hess Grain Drier

(Used Everywhere)

Is the only device of its kind which has met all requirements and which has lived up to the guarantee of its makers. ∴ Free booklet.

Hess Warming and Ventilating Co.

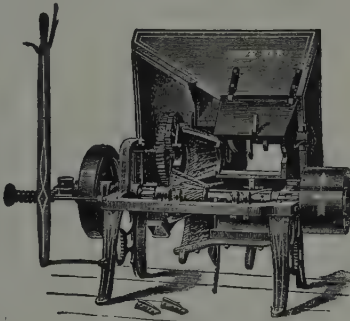
707 TACOMA BLDG., CHICAGO

Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

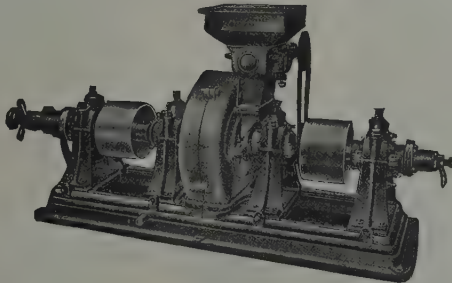
SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.



Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial.

WRITE US

Sprout, Waldron & Co.

P. O. 280, MUNCY, PA.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY

255 LA SALLE ST.

CHICAGO, ILL.

WAGON LOAD GRAIN TABLES

Eleventh Edition

Clark's Grain Tables for reducing wagon load weights to bushels are designed to facilitate the work of country grain buyers in reducing pounds to bushels, and in checking such reductions, as well as to prevent and detect errors in work of this character.

It contains fifteen grain tables and a freight table all printed from heavy faced type in two colors on 100 pound manila stock, is well bound in heavy manila covers, reinforced at back with cloth. It has a string loop attached so it can be hung up beside the scale beam.

Each grain table gives reductions from 100 to 4,000 pounds, is complete on one page, and so arranged as to show the number of bushels and the fractions in any weight on ten pound or less.

The tables show the following reductions: Oats at 32 lbs., 33 lbs., and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 45 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Bean, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 66, 68 and 82 lbs. per bu. when the rate per 100 lbs. is 1 to 30¢, cents, in 1/4 cent rise.

Price with marginal index 50 CENTS.

GRAIN DEALERS JOURNAL

255 La Salle Street : : Chicago, Ill.

Reliance Construction Co.

Engineers and Contractors of

GRAIN ELEVATORS.

45 Board of Trade, :: Indianapolis, Ind.

FRED GROTENRATH
111 W. Water St. Milwaukee, Wis.**Designer & Contractor of
GRAIN ELEVATORS**

Plans, Specifications and Estimates furnished on short notice. Grain Elevator Machinery and Supplies carried in stock ready for immediate delivery.

G. H. BIRCHARD**Architect and Contractor of
GRAIN ELEVATORS**Especially Designed for
Economy of Operation
425 So. 11th Street, LINCOLN, NEB.**CONCRETE ELEVATORS****LAST FOR ALL TIME**NO INSURANCE
NO FIRES
NO SWEATING
NO DECAY
NO RATS
NO MICE

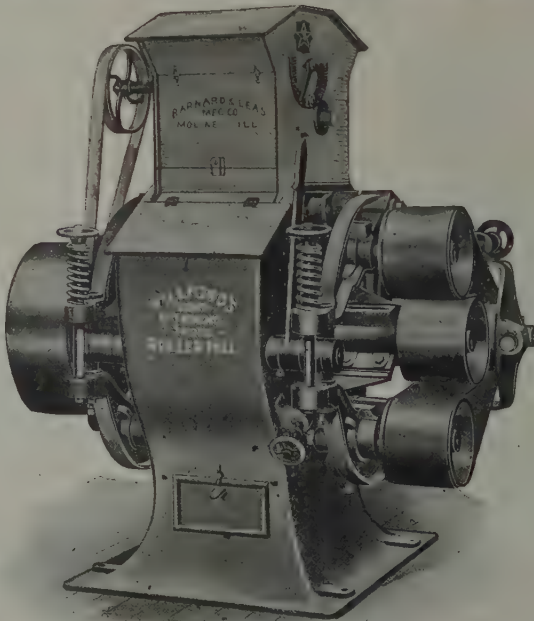
Costs but little more than a first-class frame house. Write at once.

WM. W. LOCKWOOD, WINFIELD, KANSAS**My Aim**

IS TO BUILD

GRAIN ELEVATORSwhich are right up-to-date
in every particular**M. J. TRAVIS, Wichita, Kansas****A. E. HONSTAIN I. S. HONSTAIN**
HONSTAIN BROTHERS
Successors to HONSTAIN, BIRD & CO.
Contractors and Builders of
GRAIN ELEVATORS
306 Corn Exchange, MINNEAPOLIS, MINN.
Telephone 8467**JNO. F. ROESER**
EXETER, NEB.

Architect and Builder of Modern Grain Elevators. Machinery furnished and installed. Plans Drawn to Suit Location. Get my estimates.

Barnard & Leas Mfg. Co.**WILLFORD
THREE-ROLLER
FEED MILL**

Light running, strong and durable.

Easy to operate.

Has large capacity and is always reliable.

Where medium fine grinding with large capacity is desired, this machine will meet the requirements.

We also make Barnard's Two and Three Pair High Feed Mills, and furnish everything needed in elevator supplies.

SEND FOR LATEST CIRCULAR.

MOLINE**ILLINOIS**

GRAIN ELEVATOR BUILDERS.

N. A. GRABILL
Contractor and Builder of
Grain Elevators
Plans and estimates furnished quickly
DALEVILLE, IND.

T. E. IBBERSON
Designer and Builder of
GRAIN ELEVATORS
310 Corn Exchange, Minneapolis

P. H. Pelkey
**ELEVATOR
CONTRACTOR**

Full supply of elevator
and mill supplies, and
scales in stock at

WICHITA, KANSAS
118 S. LAWRENCE AVE.

CORRESPONDENCE SOLICITED

SAM'L OLSON NIELS OLSON

OLSON BROS. & CO.

ENGINEERS AND CONTRACTORS.

**Grain Elevators and
Power Transmission**

160-162 N. Sangamon St., Chicago

Phone Monroe 1614

OTTO LEHRACK & CO.
ELEVATOR BUILDERS
507 Baird Bldg., Kansas City, Mo.



Exclusive
Western
Agents
of the

McVicker
Gasoline
Engine

Simplest
and least
troublesome
Engine
made

REDUCE YOUR EXPENSE

bill, by having an Elevator that
does the work. I build and re-
model grain Elevators. Write
for plans and prices.

R. M. VAN NESS

Fairbury, Neb.

N. D. HULL, Architect
**MILL AND ELEVATOR DESIGNING AND BUILDING, MILL
EQUIPMENT, ELEVATOR EQUIPMENT**

Write for Plans

ATTICA, INDIANA

Correspondence Solicited

Barnard & Leas Mfg. Co.

Designers and Builders of
**Elevators in Wood
Steel and Concrete**

Plans and Specifications for
Elevators of all kinds and
Capacities Furnished.
Write for further particulars.

Moline, Illinois

THE NEW ERA MAN LIFT



The original and only success-
ful and reliable machine on the
market. The very best money
can buy.

The NEW ERA is the Safe Kind

More of these machines sold
than all other warehouse eleva-
tors combined. *This proves their
worth. Time and Labor Savers.*

BUY ONLY THE NEW ERA.

Write us for further information
Sidney Elevator Mfg. Co.
SIDNEY, OHIO

GRAIN ELEVATORS

TERMINAL AND COUNTRY
IN ANY STYLE OR CAPACITY



L. O. HICKOK

DESIGNER AND BUILDER

210 FLOUR EXCHANGE

MINNEAPOLIS, - - MINN.

GRAIN ELEVATOR BUILDERS.

Better have **YOUNGLOVE** build your Elevators than to **WISH** you had.

POWER PLANTS AND EQUIPMENTS
OF ALL DESCRIPTIONS INSTALLED

Write for Propositions.

YOUNGLOVE CONSTRUCTION CO.

MASON CITY, IOWA

Offices: 407-409 Commercial Bank Building
LOCK BOX 478

FRED FRIEDLINE

Architect and Engineer

Grain Elevator Builder
Grain Handling Plants

PRACTICAL WORK.

BEST DESIGN.

Plans and Specifications a Specialty.

Local and Long Distance Telephone Harrison 667

253-261 La Salle St., Chicago, Ill.

Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success—we do it.

Wm. Graver Tank Works

EAST CHICAGO, IND.

IF YOU WANT A
GOOD ELEVATOR

LET

L. BUEGE

306 Boston Block, Minneapolis, Minn.

BUILD IT FOR YOU

**SQUARE BIN
FIRE PROOF ELEVATORS**

A SPECIALTY.

BRICK OR TILE.

We also have facilities for building modern country elevators quickly.

G. T. HONSTAIN

818 Corn Exchange
MINNEAPOLIS, MINN.

STEEL

Twenty Million

Bushels Capacity
of Our Construction now in use.

WRITE FOR ESTIMATES

STEEL STORAGE AND
ELEVATOR CONSTRUCTION Co.

BUFFALO, - N. Y.

STORAGE

Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

FOR SALE BY

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16¼ inches, used double. The left-hand pages are ruled for information regarding **SALES** and **SHIPMENTS**; the right-hand pages for **RETURNS**. Under **SALES** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **SHIPMENTS** are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under **RETURNS** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS COMPANY, 255 LaSalle St., CHICAGO, ILL.

GRAIN ELEVATOR BUILDERS.

GRAIN ELEVATOR

Designing and Construction
Made a specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO

Macdonald Engineering Co.,

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg. CHICAGO, ILL.

John S. Metcalf Co.

ELEVATOR BUILDERS

623 THE TEMPLE

Plans and Specifications
a Specialty.

CHICAGO



BURRELL ENGINEERING & CONSTRUCTION CO.

DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS--ANY STYLE OR CAPACITY

263-265 LA SALLE ST. - - - CHICAGO, ILL.



Minneapolis Steel and Machinery Co.

DESIGNERS AND BUILDERS OF

STEEL ELEVATORS

We Design and Fabricate the Complete Plant—Erect the Steel—Install the Machinery. Write for our New Booklet Q.

MAIN OFFICE AND WORKS:
MINNEAPOLIS, MINN.

JAMES STEWART & CO.

Contractors

Designers and builders of Grain Elevators in all parts of the world

Steel, Brick, Wood, Concrete, Tile

GRAIN ELEVATOR DEPARTMENT
1811 FISHER BUILDING :: CHICAGO

W. R. SINKS, Mgr.

R. H. FOLWELL, Engr.

We also do General Contracting and have offices
in the following cities.

Write or call on any of them

CHICAGO, ILL.
1811 Fisher Bldg.

ST. LOUIS, MO.
Lincoln Trust Bldg.

NEW YORK
130-137 Broadway

NEW ORLEANS, LA.
Hibernia Bank Bldg.

PITTSBURGH, PA.
Westinghouse Bldg.

LONDON, ENGLAND
Savoy Hotel



Fire-Proof Steel and Tile Elevator

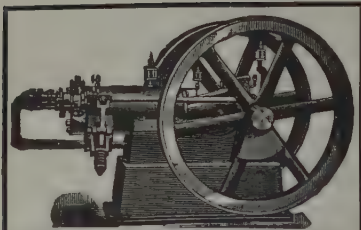
Recently completed for the Lake Shore and
Michigan Southern Railway Company at
Indiana Harbor, Indiana, by

The Barnett & Record Co.
GENERAL CONTRACTORS

MINNEAPOLIS

MINNESOTA

GRAIN ELEVATOR SUPPLIES.



Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales.

MANUFACTURERS OF

Elevating, Conveying and Power Transmitting Machinery.

Complete Equipments for Grain Elevators a Specialty.

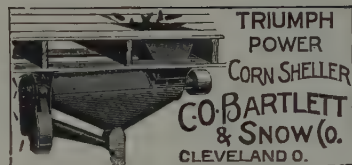
York Foundry and Engine Works

Warehouse: OMAHA, NEBR.
Office and Works: YORK, NEBR.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.



TRIUMPH
POWER
CORN SHELLER
CO. BARTLETT
& SNOW CO.
CLEVELAND O.



If you desire to increase the working capacity of your elevator plant one hundred fold, don't remodel things at a great expense and add new legs, or larger cups and belts. We will accomplish all this for you, and much more by simply substituting a

HALL NON-CHOKABLE BOOT

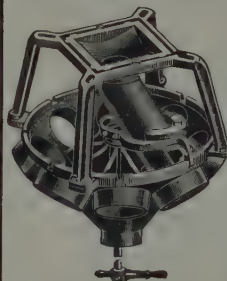
for the style you are now using, and guarantee these results, and prove it before asking acceptance.

HALL DISTRIBUTOR CO.

222 First National Bank Bldg. Omaha, Neb.

There is but one kind of machine turned out by us. That is the best kind. Here is our

SIGNALING DISTRIBUTOR



for convenience, precision, durability and economy it is unrivalled and unapproached.

All Distributors, Save Only This, Mix Grain in Distribution.

HALL DISTRIBUTOR CO.

222 FIRST NATIONAL BANK BLDG.
OMAHA, NEB.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

Bushel Values

Shows at a glance the cost of any number of bushels and fractional pounds, from 1 to 1,500 bushels of any kind of grain, from 15, 16, 17 cents up to \$1.04 per bushel.

Bushels are shown in red figures and values in black. The price per bushel being given at top of value columns.

It is conveniently arranged and easily understood. Printed on good paper and bound in heavy paper cover. Price 50 cents.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal,

255 La Salle Street - - - Chicago, Ill.

COMPLETE EQUIPPERS OF GRAIN ELEVATORS

Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

Midland Machinery Co.,
Minneapolis, Minn.

GRAIN ELEVATOR SUPPLIES.

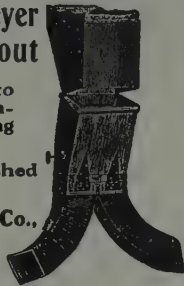
The Sandmeyer Loading Spout

Loads cars to the roof without shoveling

Repairs furnished

The Dickson Co.,

Peoria, Ill.



We Are Large Manufacturers of Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

A. H. Richner

Contractor and builder of GRAIN ELEVATORS

I manufacture Chain Grain Feeders for the world.

Flour Mill and Elevator Machinery Supplies, &c. Write for special prices.

Address:

A. H. RICHNER

606 S. Water Street
CRAWFORDSVILLE, IND.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2½ x 8½ in. Printed in 4 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

Supplies Supplies Supplies

We have them for Elevators and Mills.

Mostly everything you can think of, Mr. Miller.

Grain Buckets,
Conveyor Chain,
Sprockets, etc.

Have you ever tried us on repairs

Give us a trial the next time the mill gets out of order. Our promptness will be a source of satisfaction to you.

Get our catalog and learn "who we are and what we do."

The Strong-Scott Mfg. Co.

Formerly Strong & Northway Mfg Co.

MINNEAPOLIS

MINN.

Northwestern Agents:

The Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors

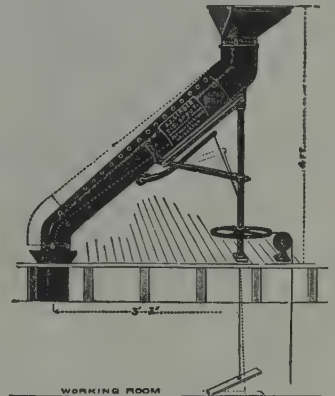
INVESTIGATE

and you will find that the GERBER IMPROVED DISTRIBUTING SPOUT

is universally used in elevators. Why? Because it is a time and labor saver, is well made and lasts a life time,

For particulars write

J. J. GERBER
MINNEAPOLIS, MINN.



Buffalo Grain Testers

INDICATE

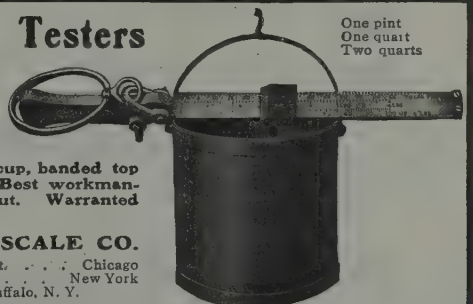
- 1st The number of pounds a sample will weigh to the bushel
- 2d The exact weight of the sample
- 3d The per cent of loss after cleaning



Heavy brass cup, banded top and bottom. Best workmanship throughout. Warranted U. S. Standard

BUFFALO SCALE CO.

249 So. Jefferson St. Chicago
122 Liberty St. New York
Works Buffalo, N. Y.



One pint
One quart
Two quarts

B. S. C. DRAG CHAIN for conveying and feeding THE U. S. CORN SHELLER PATENTED



No. 26-77 for Ear Corn



No. 28-77 for Small Grain

B. S. CONSTANT CO.,

is the only way to handle ear corn satisfactorily.

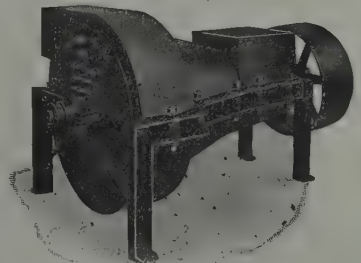
Strong and durable.

No pit or tank.

Less power and space.

Saves you money when installing and afterwards when repairs are needed. Try them and be convinced.

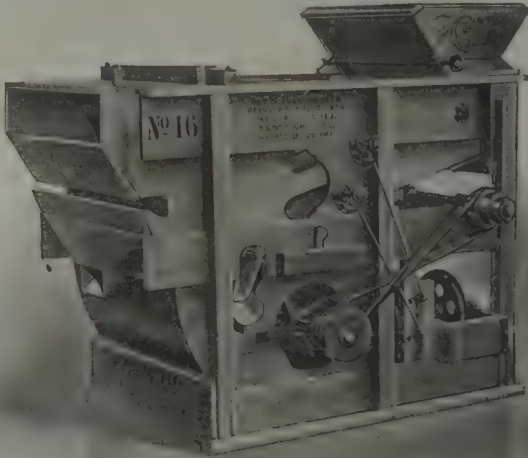
Circulars and Prices sent on request.....



BLOOMINGTON, ILL.

BEWARE of IMITATIONS!

Don't be satisfied with an imitation when you can get the real thing for less money. The Success of the "CLIPPER" Grain and Seed Cleaner has tempted unscrupulous people to put upon the market machines imitating the Clipper Cleaner as nearly as may be and not lay themselves liable for infringement.



The original principal of the Clipper Cleaner was correct; the machine was a success from the start; we have spent many years adding improvements to it and it has now no equal on the market.

It is a combination cleaner and will handle grain, seed, beans, etc., equal to any special machine on the market. It requires very much less power than any other cleaner and will make you a great saving on your fuel bill. It is made by skilled mechanics trained in this work and we turn out the most perfect machines possible from long experience and care.

Write for catalog and full descriptions.

A.T. Ferrell & Co.
Saginaw, W. S., Mich.

"Western" Warehouse Shellers and Cleaners

Manufactured Exclusively by

UNION IRON WORKS

DECATUR, ILL.



WE MAKE A SPECIALTY OF

Elevator Machinery

of all kinds including Elevator Heads and Boots, Cast Iron Boots, Ball-bearing Turn Heads, Pulleys, Sprocket Wheels, Shafting Boxes, Collars, etc. We also manufacture the "WESTERN" FRICTION CLUTCH. It has no equal. : : ; : :

WRITE FOR CATALOG AND PRICES

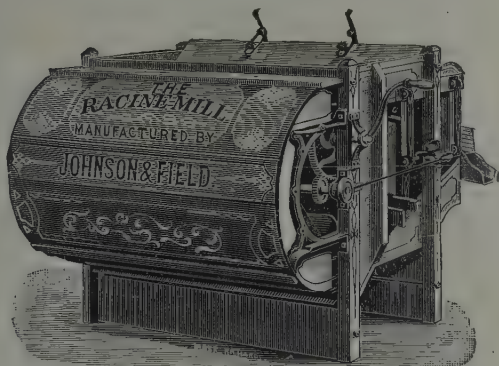
Complete Stock carried in Kansas City, Missouri, 1221-1223 Union Avenue.

YOUR GRAIN

will always grade if cleaned with a

Racine Dustless Separator

because it has both a blast and a suction which, working together, produces results that would be impossible with a machine having only blast or only suction.



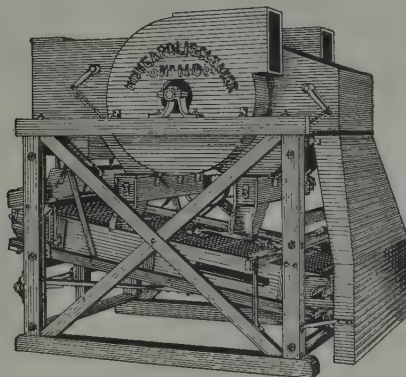
Write for information about the finest line of warehouse mills made in the world and get a fine rubber dating stamp free.

JOHNSON & FIELD MFG. CO., Racine, Wis.
Manufacturers of Farm and Warehouse Mills

Combination Cleaner

Grain or Flax

2 MACHINES IN 1



By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

J. L. OWENS COMPANY
615 Superior St., Minneapolis, Minn.

For Sale



For particulars see the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably consult its "Elevators for Sale" columns. If your elevator is for sale, make the fact known to the entire trade, put your For Sale sign in the "Elevators for Sale" columns, then you can be sure of selling quickly at a good price, and pay no commission on sale. If you do not wish neighbors to know your elevator is for sale, you can have replies come in our care and we will forward them daily without extra charge.

The cost for advertising is 15c per line

Beall Rotating Receiving Separators

ARE SUPERIOR TO OTHER SEPARATORS BECAUSE

- They do not Shake.
- They have capacity claimed.
- They do not waste grain.
- They have perfect aspiration.
- They require less attention.
- They need less repairs.
- They are made of high grade material by high grade workmen.

We send them on 30 days' trial and allow a test against any other Separator made.

WRITE FOR PRICES

The Beall Improvements Co.
DECATUR, ILL.

ELEVATORS FOR SALE.

ELEVATOR and stock business for sale, or will sell $\frac{1}{2}$ interest in same, located in Minn. Address Box T, Clinton, Minn.

FOR SALE—ELEVATORS AND MILLS in the Hard Winter Wheat belt. Address The Culver Brokerage Co., Wichita, Kans.

FOR SALE—My elevators at Green Valley and Ruthon on Gt. N. Ry., in Southwestern Minn. Address Walter Parks, Airlie, Minn.

GRAIN ELEVATOR and coal yards for sale or rent. In good location, and doing a large business. Address Wesley Hyne, Stroth, Ind.

ELEVATORS FOR SALE in corn belt of Illinois and Indiana. All worth the money asked. Address James M. Maguire, Campus, Ill.

IOWA ELEVATORS for sale. A small line of good elevators in oats territory in Iowa. Address Oats, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and lumber yard in corn belt of Iowa for sale. Good reasons for selling. Address J. S. C., Box 1, Grain Dealers Journal, Chicago, Ill.

MY $\frac{1}{2}$ INTEREST in up to date elevator for sale. Feed, coal and seed business in connection. Address W. R. Laughlin, Box 345, Beatrice, Neb.

FOR SALE—The best paying, small elevator with hay, potato and fruit business in Michigan. Address Ling, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10,000 bushel elevator located on Monon; 100,000 bushel grain point. Fine retail business; no competition. Address Box 245, Rossville, Ind.

TWO ELEVATORS on Southern Minn. Division of the St. Paul Road for sale. A snap for some one. Address L. E. W., Box 1, Grain Dealers Journal, Chicago, Ill.

MINNESOTA ELEVATORS for sale. Three desirable elevators situated on the same road in central Minnesota. Address Market, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—15,000 bushel elevator in Central Nebraska; hopper scales; Fairbanks engine. All in excellent condition. Address Yes, Box 8, Grain Dealers Journal, Chicago, Ill.

BUY my line of 4 elevators, \$12,000; good condition, up to date; make money every year. Owner quitting business. Dirt cheap; on F. Ft. W. & W. Wire date. John A. Rice, Frankfort, Ind.

GOOD ELEVATOR for sale, 18,000 bushels capacity; 2 dumps; 8 h. p. engine. Mill feed, seeds, salt and good coal business; good location. B. C. Bell, Geneva, Franklin Co., Iowa.

ELEVATORS FOR SALE. A paying line of elevators, including well equipped cleaning house, in the corn and oat belt of Iowa. Also a few more houses in Western Iowa, Northern Minnesota and Eastern North Dakota. H. A. Wernli, 713 Chamber of Commerce, Minneapolis, Minn.

ELEVATORS FOR SALE.

NINE ELEVATORS in southeastern Iowa on the C., B. & Q. R. R. for sale. Total storage capacity 200,000 bushels. For further information apply to H. D. Everingham, Fort Madison, Iowa.

ELEVATOR FOR SALE, 15,000 bushels capacity, located in Darke County, Ohio; good crop prospects. Best of reasons for selling. Address Darke, Box 1, Grain Dealers Journal, Chicago.

BUY my new elevator (just fitting belts), Big Four, 15 mi. N. Indianapolis. Big earnings retail alone; small mill attached; \$8,000. Large Ty. Wire date or come. John A. Rice, Frankfort, Ind.

TWO ILLINOIS ELEVATORS for sale within one hundred miles of Chicago that will handle 400,000 bushels annually; good money makers. Write at once to James M. Maguire, Campus, Ill.

A NEW 30,000 bushel elevator located on railroad right of way for sale. Built of No. 3 pine. Roller feed mill, 15 h. p. Fairbanks engine, cleaner and weighing out scales. Address J. W. Fetter, Portal, N. D.

FOUR ELEVATORS located on one road in Northwestern Iowa and Southwestern Minn. for sale. Doing a good business; good coal business; crops never looked better. Address Lock Box 243, Adrian, Minn.

WHO wants the best elevator in the land, 60 square miles Ty. L. E. & W., Central Ind., \$20,000? Or a fine elevator, got 260,000 bushels this crop, Ill., blk. land, Van R. R., \$14,000? John A. Rice, Frankfort, Ind.

A RELIABLE commission house knows of an opportunity for a good man with \$5,000 to \$15,000 in a profitable elevator line. Can furnish active and experienced partner. Address Hugh, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good elevator on the line of C. & Milwaukee R. R., at Woodward, Iowa. All in good working order and doing good business. Reason for selling: death of owner. Inviting terms will be named. Address Thos. Holmes, Stuart, Ia.

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A new 25,000 bu. elevator and coal business. Also live stock business with tract of land and well equipped feeding yards. All situated in good town in Southwestern Minn. Address Roy, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL business in Ohio for sale; new building; well equipped with new and modern machinery; gasoline power; own ground and side track; is a good paying business; good reasons for selling. If you mean business write, as it will be sold. Address John, Box 12, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

FOR SALE—A line of twenty elevators in best grain section of Kansas, along the line of Missouri Pacific. Close at once; owner desires to retire on account of health. Immediate answer. Address Kansas City, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—HAY, GRAIN AND PRODUCE business in up to date town of 3,000 in Northern Indiana. Building and location the best. Can combine with another profitable line. A bargain. Address S. W., Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevator in one of the best cities of 12,000 population in Illinois. Best location in city. Has always done fine business. Offered at a bargain for quick sale. Price and full information on application. Address C. E. W., Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE for Kansas, Oklahoma or Missouri land, one of the best elevators in N. E. Kansas. Has steam power, sheller, cleaner and hopper scales; has handled 300,000 bushels of grain in one year; good coal and feed trade. One of the best paying propositions in the State. Address Near, Box 8, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

WILL sell all or half to manager best paying 200 bbl. flour mill in No. Texas. W. H. Sartain, Cuero, Tex.

A 75 barrel STEAM FLOUR mill, on 2 railroads, for sale or trade for farm. Nordyke & Marmon machinery, all in good order. Good wheat country. Address CHARLES REBER, WEST LIBERTY, ILL.

FOR SALE—50 bbl. full roller mill and warehouse of about 25 cars capacity, also heavy team, 3 wagons and harness; only mill in town of 5,000 and said to be best town of its size on earth. Will sell very reasonable. Address E. Roome, 502 Main St., Sistersville, W. Va.

MOD. 50 bbl. steam flouring and feed mill in Monona, Iowa, for sale. Built of brick in 1902; mill running steady; plenty wheat; big feed trade; wealthy German settlement. Must sell at great sacrifice. Price \$5,500, \$3,000 cash, balance long time 4 per cent. Address Lock Box 19, Monona, Iowa.

Magnificent Water Power Site for Flouring Mill.

We have a magnificent water power site for lease, will generate fifty to seventy-five horse power, the fall is about twenty-seven feet, and rent very reasonable. We keep up the power and all expenses, furnish the water and the ground. The location is at Milton, Indiana, there having been a flouring mill there for forty years, but it recently burned. For further information write to

Connersville Hydraulic Co.
Connersville, Indiana.

ELEVATORS WANTED.

ELEVATOR wanted. Send price and description. Box 154, Lesterville, S. D.

WANTED to lease good elevator. Ohio preferred. Address 352 King Ave., Columbus, Ohio.

ELEVATOR in Minn. wanted for Southern Minn. land. Address C. E. Fletcher, Clinton, Minn.

WANTED—To buy elevator or mill and elevator with good business and good town. Address Box 184, Central City, Neb.

ELEVATOR wanted to rent—well equipped plant in good territory. S. W. I., Box 10, Grain Dealers Journal, Chicago, Ill.

A SMALL stock and grain farm in eastern Iowa to exchange for elevator. Address Exchange, Box 2, Grain Dealers Journal, Chicago, Ill.

HAVE buyers for elevators. What have you? Give full particulars first letter. Also first class stock of Mdse. Chas. A. Gale, Weldon, Ill.

HAVE several buyers for elevators receiving 200,000 bushels. What have you, quick? Full particulars first letter. Also for small houses or leases. John A. Rice, Frankfort, Ind.

ELEVATORS WANTED: in western Iowa, southeast Dakota and Nebraska. Give particulars regarding competition and station receipts and kind of elevators. Address T, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy one or more good elevators in Central Indiana, must be well located and doing a fine business. We will pay cash. Give full description and price with first letter. Address Goodrich Bros. Hay & Grain Co., Winchester, Ind.

MISCELLANEOUS.

WRITE FOR my list of Ohio elevators. Aaron Smick, Decatur, Ill.

NAMES WANTED of mills or jobbers who deal in COTTON SEED MEAL. Address Eastern, Box 4, Grain Dealers Journal, Chicago, Ill.

IF YOU want to sell your elevators, and they are worth the money asked, list them with James M. Maguire, Campus, Ill.

FOR SALE—A nice, clean, small stock of garden and field seeds, fixtures and cleaning outfit with clipper mill. Stock and fixtures would invoice about \$3,000. Cash sales since Feb. 1, 06, \$4,500. Located in a nice city without a competitor. Might trade for a small farm. If interested write to Jim, Box 1, Grain Dealers Journal, Chicago.

ELEVATORS BOUGHT AND SOLD.

Elevators and mills bought, sold and exchanged. If you want to sell your elevator or mill or will exchange for a good improved farm we can dispose of it for you. We have some fine bargains in elevators for sale and exchange. Employers who want help, or elevator men who want positions should write us. Iowa Mill & Elevator Brokers, Independence, Iowa.

SITUATIONS WANTED.

POSITION WANTED as manager of grain elevator or lumber yard; ten years experience both lines. Address Walter, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By experienced single man. Speaks German and American. Good references. Address Grain Dealer, 321 Grove St., St. Paul, Minn.

SITUATION WANTED as manager of a country grain business, with experience in lumber and grain. Best references. Address A. L. V., Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer, or to handle elevator, by experienced man. Speak three different languages, good education, sober and industrious. Address Box No. 145, Wellsburg, Iowa.

POSITION WANTED as buyer. Have eleven years experience; speak German. Can give good reference. Prefer Western Minn., S. or N. Dak. Address Charles, Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—As manager of country elevator, or solicitor for some commission firm. Ten years' experience in grain business. Can furnish number of references. Address Box 692, Rinard, Iowa.

POSITION as buyer for country elevator wanted. Understand steam and gasoline engines; 12 years experience; first class judge of barley. No. 1 references. Address F. H. Leu, 1053 10th Ave., East, Cedar Rapids, Iowa.

POSITIONS WANTED — By all around grain man as bookkeeper or manager of grain business. Good accountant, sober, industrious and very ambitious. Give me a trial. Address Elmo, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As traveling auditor or solicitor. Have had twelve years experience with private and line elevator companies. Best references as to ability and character. Can furnish either private or company bond if necessary. Address West, Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—As buyer or assistant buyer by field seed man; twenty-three years' experience; married; five years traveling east and west; bookkeeper and correspondent. Know field seed business thoroly; personally acquainted with eastern buyers, also western shippers of all kinds of field seeds; well posted on poultry feeds. References furnished. Salary \$1,200. Address John, Box 2, Grain Dealers Journal, Chicago, Ill.

Secured Position.

Maurice Garrison of Atlantic, Iowa, writes: The first issue of the Grain Dealers Journal located me in a good position; and I have had several offers of good positions since from the advertisement.

HELP WANTED.

LADY BOOKKEEPER wanted, double cntry. Give firms you have worked for and how long, also salary to start. Address Chicago, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—An experienced buyer for a country station in Nebraska. State age, experience and salary expected. Address with references S, Box 1, Grain Dealers Journal, Chicago, Ill.

GOOD miller to take charge of a 50 barrel flour mill wanted at once. State experience and salary and give reference. Address Samuels Hay & Grain Co., Lebanon Junction, Ky.

WANTED: About Aug. 1st an A-1 stenographer who has had experience in the grain business. None but a first class man need apply. Young man preferred. Address Saginaw Milling Co., Saginaw, Mich.

PARTNERS WANTED.

WANTED—A man to take thirty or forty shares at \$100.00 each in an up to date elevator and seventy-five barrel mill in Eastern Indiana; good grain country. Address Shares, Box 12, Grain Dealers Journal, Chicago, Ill.

SHIPPER

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

WUD U SELL OUT

Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

Ads in these department cost only 15c a line, yet bring prompt results.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

The Journal is published on the 10th and 25th of each month

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

NEW 5 h. p. gasoline engine for sale, \$125.00. Address E. R. McGugin, Ravenswood, W. Va.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

1 50 h. p. and several smaller gasoline engines in fine shape at bargains. J. R. Detweiler, 310 Dearborn st., Chicago, Ill.

FOR SALE—12 h. p. Webster gasoline engine, good condition. In the way, want to move it, write quick. Sam Finney, 58 Board of Trade, Chicago.

FOR SALE—12 h. p. Olds gasoline engine, \$275.00; 3 h. p. Olds, \$75.00. Both in splendid condition. Robert Craig, 313 So. 3rd St., Minneapolis, Minn.

NO PACKING.

The Capital Gas & Gasoline engines are made without packing. Mfg. by C. H. A. Dissinger & Bro., Wrightsville, Pa.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 h. p. Have all been put in first class shape and will sell cheap. Address Witte Iron Works Company, 526 West 5th St., Kansas City, Missouri.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE.

1 6 h. p. Webster in good condition, \$175.

1 10 h. p. Thompson-Lewis, fair condition, \$175.

1 5 h. p. Charter old style, good condition. Will sell very cheap.

Lennox Machine Co.
307 3rd St., South. Minneapolis, Minn.

GASOLINE ENGINES FOR SALE.

1—15 h. p. Lambert gasoline engine, \$250.00

1—12 h. p. Foos gasoline engine, 250.00

1—7½ h. p. Webster gasoline engine used 30 days, 300.00

1—7½ h. p. Webster gasoline engine in good condition, 200.00

1—3 h. p. Webster gasoline engine, 60.00

ALLEN P. ELY & CO.,

1110 DOUGLAS ST., OMAHA, NEB.

MISCELLANEOUS.

CIPHER CODE WANTED—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Code, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR RENT, trade, sell, or run on joint—a 100 barrel flour mill in first class running order, and corn meal and grain elevator; in Southeastern Neb., where wheat and all crops are good. Box 151, Tecumseh, Neb.

SHIPPERS AND RECEIVERS will be permitted to subscribe for a limited number of shares of stock in an incorporated wholesale hay and grain company of Pennsylvania at \$10.00 per share. Address Opportunity, Box 1, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS FOR SALE.

FOR SALE—One thirty-five horse power engine, one thirty inch stone burr and one Smith flour purifier. Address W. D. Rapp & Son, Sabina, Ohio.

CARD INDEX CABINETS at a bargain. 6 dwr. Globe \$5.10; 9 dwr. Library Bureau \$9; 12 dwr. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

FOR SALE—1 flax seed tester, 1 No. 1 Giant flax mill, 1-8,000 lb. Fairbanks hopper scale and hopper, 1 No. 00 end shaker and dustless grain separator, 1-20 h. p. steam engine. Address F. H. Herman & Co., Washington, Kans.

FOR SALE—One iron frame carpuller with 9"x20" capstan, 28"x12" driving pulley, 7"x4" pinion, with jaw clutch 28"x4", gear suitable for pulling eight or ten cars in a straight track. One No. 99 Barnard & Leas special elevator separator. Both of these machines for sale cheap for cash. Good as new. C. D. Stephens, Engineer, 960 Monadnock Bldg., Chicago, Ill.

FLOUR DRESSERS for sale. We will sell f. o. b., Saginaw 2. Geo. T. Smith reel scalpers at \$15.00 each; 2 No. 2 Gray centrifugal reels \$20.00 each; 1 Geo. T. Smith No. 3 Inter-elevator flour dresser \$10.00; 1 Case improved centrifugal reel No. 1 \$10.00. These are all bargains. Write Saginaw Milling Company, Saginaw, Mich.

SPECIAL BARGAINS.

Brass grain testers, shellers, cleaners, crushers, feed and attrition mills, dust collectors, separators, scourers, old clippers, steam cornmeal dryers and elevator specialties and machinery of all kinds. If you have not got what you want, know where to get it. Write for circulars, A. S. Garman Sons, Akron, Ohio.

MACHINES WANTED.

FEED MILL WANTED—Will pay cash for good second hand roller feed mill of large capacity. Address Marr & Co., Boulder, Colo.

SECOND HAND cleaner wanted with capacity of 200 bus. per hour. Must be in good condition and cheap. S. McAninch & Son, Climax, Ohio.

MISCELLANEOUS.

ADDRESS WANTED of J. M. Haddgens formerly located at Fowler, Ind. Address C. D., Box 2, Grain Dealers Journal, Chicago, Ill.

ADDRESS WANTED of M. E. Donahoe, formerly at Ponca City and Cleveland, Okla. Address C. D., Box 1, Grain Dealers Journal, Chicago, Ill.

HOME, barn and outbuildings, 3 lots 150x150, south front on thru street in Tipton, the most prosperous and progressive county seat of Eastern Iowa, for sale at a bargain. Address C. S. Clark, 7130 Princeton Ave., Chicago, Ill.

John A. Rice, INDIANAS' ELEVATOR BROKER, Frankfort, Ind. Square deals. Commissions only. Never tire working for your interests. Both buyers and sellers get best I have. List and buy of me.

MACHINES FOR SALE.

No. 5 Eureka Oat Clipper in good condition at a bargain. Union Iron Works, Decatur, Ill.

FOR SALE.

1 No. 1 Wilford 3 roll feed mill.
1 No. 2 Wilford 3 roll feed mill.
Lennox Machine Co.,
307 3rd St., South. Minneapolis, Minn.

FOR SALE—Two 12 inch double needle screen invincible grain separators 88 No. 4 and 88 No. 5½. Both in first class condition. Need the room for other machinery. Address Young, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One attrition mill manufactured by The Foos Mfg. Co., Springfield, Ohio, nearly new. Size No. 13½. 24 inch plates, with reversed drive and upright cob crusher. This outfit will be sold cheap. Address Taylor, Box 11, Grain Dealers Journal, Chicago.

SCALES FOR SALE.

SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

1 30,000 lbs. F. & M. hopper scale, new; also McLeod automatic, new—at bargains. Quick delivery. J. R. Detweiler, 310 Dearborn St., Chicago, Ill.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE—One 2 bushel imported automatic scale owned by one of our customers who replaced it with a Richardson of larger size. Scale in good order and for sale cheap. Address Richardson Scale Co., Chicago, Ill.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

STANDARD SCALES OF RECOGNIZED MERIT.

We meet every requirement of the best of the GRAIN TRADE. We are not controlled by, or in any way connected with, the "MONSTER" SCALE TRUST.

Des Moines Scale & Mfg. Co.,
Des Moines, Iowa.

ENGINES AND BOILERS.

FOR SALE—One 40 horse steam boiler, 10 feet by 4 feet, with 40 3-inch flues. All in good shape. A great bargain for any one in need of a boiler of that size. For terms apply to H. L. McCombs, De Soto, Ia.

FOR SALE—Four Murray horizontal boilers 72"x21'6", with 70 best lapwelded 4" flues; three in use three years and one two and one-half years. Recent inspection shows up perfect order. 125 pounds pressure permitted, will carry more. Write owners for full particulars and prices. Address Douglas & Co., Cedar Rapids, Iowa.

GRAIN WANTED.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WANTED—Shippers of grain and hay to quote us. Consignments and correspondence solicited. Doss-Hawkins Grain Co., Nashville, Tenn.

PURE white corn wanted. Must be dry and free from yellow. Send average sample and get bid. Address Buffalo Cereal Co., Buffalo, N. Y.

WANTED—50,000 bushels of red oats and 50 cars No. 1 timothy hay by our customers. Write H. R. Powell & Co., Brokers & Com. Merchants, Augusta, Ga.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

SEEDS FOR SALE.

WINTER wheat, 60 bushels per acre. Catalog and samples free. Salzer Seed Co., Box A. C., La Crosse, Wis.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

CARLOADS and LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. Price, \$2.00.

GRAIN DEALERS JOURNAL
255 La Salle St., CHICAGO, ILL.

GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders Goshen Milling Co., Goshen, Ind.

BRAN WANTED.

WANTED several cars of fancy winter bran and fancy flour middlings delivered at Utica, N. Y. Prices wanted for immediate delivery or future options. Address Justin A. Auert, Deerfield, N. Y.

HAY WANTED.

THREE CARS choice new clover hay wanted. Address Geo. Hess, Jr., 707 Tacoma Bldg., Chicago, Ill.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

2nd HAND BAGS WANTED.

WILL buy any kind, any quantity, anywhere. I pay fty. Write for prices. Geo. T. King, Richmond, Va.

BAGS FOR SALE.

BURLAP BAGS — ANY SIZE—MADE TO ORDER. SECOND HAND BAGE A SPECIALTY. William Ross & Co., 59 So. Water St., Chicago.

MEAL FOR SALE.

CORN MEAL for sale. We are manufacturers of high grade corn meal and would be pleased to have quotations from southern and eastern brokers. We can also furnish anything in the feed line. Write us. Address W. S. Roadman & Son, Mill Shoals, Ill.



Quality

Economy

We make bags so good that our customers are glad to get more. And our prices are the lowest.

MILWAUKEE BAG CO., Milwaukee, Wis.



GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/4 x 13 3/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company
255 La Salle Street CHICAGO, ILL.

Vest Pocket Grain Tables

Clark's Vest Pocket Grain Tables reduce pounds to bushels on any number of pounds from 10 to 100,000.

It is printed in two colors, red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs.; Timothy Seed at 45 lbs.

These tables are bound in tough paper and form a thin book, 2 1/4-in wide by 8 1/4-in. long. Price 50 Cents. Address

GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and ⁵⁰/₁₀₀ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

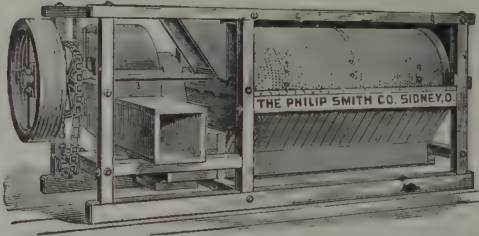
Post Office.....

Capacity of Elevator.....

State.....

.....bus.

We have been manufacturing this Cleaner for twenty years, and never had a complaint on same.

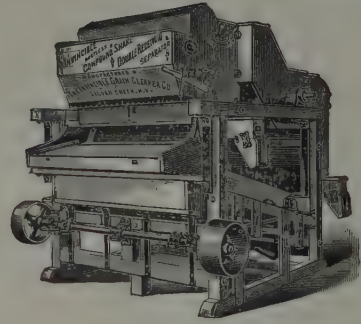


FOR PRICE ON WAREHOUSE
AND ELEVATOR MACHINERY

WRITE

The Philip Smith
Company,

SIDNEY :: :: OHIO



When you want a separator for your mill or elevator, get an

INVINCIBLE

then you know that you have the best. There is none better. We build them in all sizes and can fit them with our brush cleaner under the cockle or main screen under desired. Write for prices.

Invincible Grain Cleaner Co.

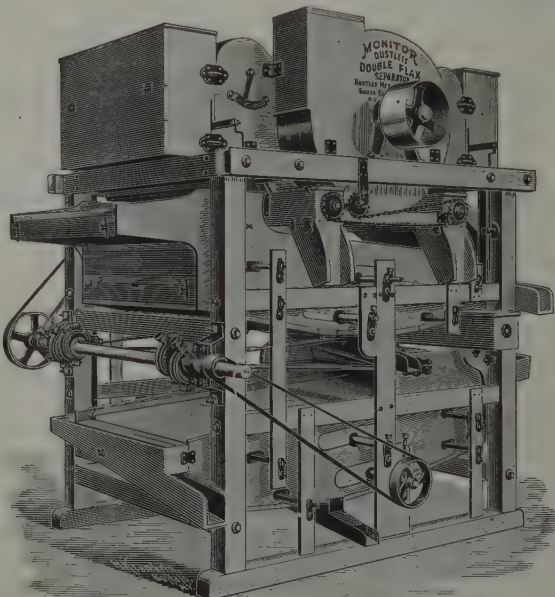
Silver Creek, N. Y.

REPRESENTED BY

Geo. J. Noth, 501-502 Traders Bldg., Chicago, Ill., Phone Harrison 667.
Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, Balchorne Block, Indianapolis, Ind.
N.W. Representatives—Strong & Northway Mfg. Co., Minneapolis, Minn.

A MONITOR MACHINE OF MONITOR EXCELLENCE

Especial attention is directed to this machine, which has met with the most cordial approval everywhere that machines of this kind are desired and required.



Monitor Dustless Double Flax Separator—Style A.

Monitor Dustless Double Flax Separator Style A

The secret of the success of the entire line of Monitor Machines, lies in the expert knowledge of the requirements of the trade, possessed by the men who have designed and built them. Everywhere Monitor Machines are conceded to be the best and most satisfactory manufactured. They not only fully meet every claim made for them but their extreme durability, reducing repair bills to the minimum is highly commended by the users.

Take this Monitor Flax Separator illustrated here. It is two complete and separate machines in one frame, driven by one belt. Each machine is so complete that flax or wheat or other grain can be cleaned separately at the same time. In operation this machine is absolutely dependable, and will save its cost in a comparatively short time. Send for our "Treatise on Flax Cleaning" that tells you fully about this machine and the entire Monitor line of Flax Separators.

Our new Catalogue sent on application.

HUNTLEY MFG. COMPANY,
SILVER CREEK, NEW YORK

BRANCH OFFICES:

302 Traders Building, Chicago, Ill., F. M. Smith, Agent.
316-318 4th Avenue, So., Minneapolis, Minn., A. F. Shuler, Agent.
121 Front Street, New York, N. Y., J. W. Perrine, Agent.
Mississippi and 17th Sts., San Francisco, Cal.,
Berger-Carter Co., Pacific Coast Agents.
10 Board of Trade, Kansas City, Mo.,
H. C. Draver, Southwestern Agent.



SOLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

by the

Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,
Manager.

Subscription Rates

To United States, Canada, and Mexico One
Year \$1.50; Six Months 75 cents.
To Foreign Countries within the Postal
Union, postage prepaid, \$2.00 per year.
A Red Wrapper on your Journal means
your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium
for reaching the grain dealers and elevator
men of the country is unquestioned.
The character and number of advertisements
in its columns tell of its worth. If you would
be classed with the leading firms, place your
announcements in the leading Journal.

Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., JULY 25, 1906.

THE CROP killers have had so little
exercise this year they are now working
overtime on the rust scare.

LIVING up to your own contracts,
places you in a position to demand the
other fellow live up to his.

THE only trouble with the South-
western wheat crop is that it is too large
for the visible supply of harvest hands.

TRADE conditions can be improved
by a public discussion of the trade's
troubles. If suffering describe the trouble
and point out the remedy. Our columns
are open.

KEEPING records of shipments on
scraps of paper is sure to result in dis-
putes and losses. Can you afford to han-
dicap your business with such utter lack
of system?

A SHORTAGE in the oats crop seems to
be conceded, but the barley crop is unusu-
ally large and some of it has already been
soaked in the sheaf, hence it will be ac-
ceptable for mixing.

INTERSTATE carriers will soon be
required to make thru rates and reason-
able joint rates so that shippers who
demand their rights will be able to patron-
ize markets heretofore denied them.

HANDLING grain for nothing and
boarding yourself seems to be a practice
enjoyed particularly by buyers who hate
their competitors and yet they wonder
why they are unable to realize a profit
from their business.

LAST YEAR country dealers in their
eagerness to get their share of the oat
crop contracted early more oats than they
could sell even at the purchase price.
This year those who were burned will
buy more cautiously.

ONE by one bucket-shop keepers are
becoming convinced by the higher courts
that board of trade quotations are private
property and cannot be used by bucket-
shop keepers as a ruse to separate suck-
ers from their ready cash.

A SHIPPING scale will enable you
to determine exactly how much grain
you load into a car and the cost is so
small no shipper can afford to continue
guessing weights. Reduce your business
methods to more exact lines.

GRADING grain carefully when buy-
ing from growers will make it much
easier to have it graded right when sell-
ing in the terminal markets. An earnest,
conscientious effort to grade right will
reduce the losses from off grades.

SOME railroads which have been un-
able to supply cars to grain shippers as
needed are making an earnest effort to
give out the impression that their supply
of cars is ample for all needs. Shippers'
complaints tell quite a different story.

ELEVATOR operators who profit by
the experiences of their brother dealers
do not have to go thru similar grief.
The man who can read of the mistakes
of others and take the lessons to himself
is quite sure to increase his measure of
success.

A LARGE, plain sign giving your name
and business is a business promoter
which will soon repay its cost. If not
ashamed of your business, let the world
know you are pushing it. Your earnest-
ness will attract attention and inspire
confidence.

BEFORE loading your bright new
grain into an old worn-out box car cooper
it thoroly, and make sure that the grain
doors are strong enuf to sustain their
burden in spite of the most vigorous
bumping the large new engines on your
line can give the train.

CORN is of such uneven growth thru
sections of Iowa and Illinois that many
dealers now fear it will not mature un-
less supplied with more moisture and
warmer nights. Shud the present crop of
corn fail to mature, the country elevator
men who have driers to do the work will
surely realize a handsome profit on their
investment.

IT MAY not be long before country
shippers of the grain surplus states will
again have to decide whether they favor
"tipping for cars." Freight conductors
never do except when they get the coin. A
peculiar influence of the tip is that it
whets the recipient's desire for a larger
tip. Do you experience any difficulty get-
ting empties?

ANOTHER Indiana elevator employee
has been sacrificed to the unguarded
shaft. It would not have taken much of
his time to have protected it, but he
didn't think it was necessary, consequently
Peter Backer & Son of Troy are
in need of another helper.

A GRAIN broker who believes in re-
ducing each purchase to a simple trans-
action insists that track sellers "mail in-
voice and weights on each shipment, and
draw a separate draft for each car." Track
sellers who follow his request will simpli-
fy their own business, as well as his.

THE folly of dividing steel storage
tanks with wood partitions was again em-
phasized at Higginsville, Mo., recently.
The burning of the wood partitions not
only damaged the grain, but also the
tanks. If you must have partitions in
your steel tanks make them of non-com-
bustible material.

INTERURBAN electric lines continue
to extend their facilities for transporting
grain and thereby bring the grain grower
nearer to the central markets and keep
them open to more farmers every day of
the year. The interurban runs every day
whether the country roads are made im-
passable by mud or unpleasant by dust.

ANOTHER boy has been smothered to
death by wheat in a grain elevator, as is
cited in the Indiana news column this
number. No dealer can afford to permit
children to play around his elevator. Par-
ents are sure to condemn far more in
case of serious accident than they ever do
because their child is denied the freedom
of the elevator.

AN IOWA elevator firm advertises in
its local newspaper: "Our model dump is
a great help in unloading ear corn." An-
other advertises that "My improved
dumps obviate the necessity of shoveling."
Both fetching arguments with farmers
who have grain to sell. Are you keeping
to yourself the advantages you have to
offer farmer patrons?

LENDING bags is still indulged in by
grain dealers of Missouri, Ohio, Michigan
and a small section of Indiana, not be-
cause they enjoy giving away their
money, but because they fear competition.
None attempts to justify the practice.
Even farmers recognize it as a rank im-
position, but still the grain buyers willingly
sacrifice their capital to this antiquated
practice.

GRAIN dealers are not required to
place their grain in cars soaked with coal
oil, or for that matter with any other
foul product, which may result in grain
becoming tainted and spoiled. Cars
loaded with salvage grain and permitted
to stand long in the yards cannot soon
be loaded with sweet grain, else it will
absorb the foul odors and win a lower
grade in any terminal market.

ELEVATION allowances and several other privileges which have worked a discrimination for the favored ones are being discontinued in some sections and no doubt many others will miss these favors after September 1, if not before. The day of the square deal, equal rights for all and privileges for none seems at last to be drawing near at hand.

UNDERBILLING is even less excusable than overloading. The first undermines shipper's moral standing with carriers and prevents his sustaining any claim for loss or damages. The second places in jeopardy not only the property of shipper and carrier, but also the lives of trainmen. No self-respecting shipper can afford to indulge either practice.

GRAIN bags are so scarce on the Pacific Coast this season that grain men are considering more seriously than ever the advantages of handling grain in bulk. The saving in the cost of bags and the freight on them to and from the initial point of shipment should be sufficient to warrant the discontinuance of the use of bags except on grain actually exported.

THE much despised durum wheat is slowly but surely receiving recognition in the different central markets and from millers who are able to grind it. Duluth is the last market to establish a grade of No. 2 Durum Wheat as a contract grade. This will open the way for durum futures and improves the prospects for the future recognition of durum wheat.

"DESTINATION weights and grades" is sufficiently indefinite to cause the careful shipper to shy, yet complaints are frequently registered that instead of getting official weights and grades of a terminal market as expected, the grading is done by the destination buyer who weighs on an apothecary's scale. Interior buyers who do not expect to profit by their own private inspection and weights invariably go to a central market for their grain. They would not think of accepting the shipper's weights and grade, but insist upon having the official weights and grades of disinterested men.

COUNTRY grain buyers who purchase grain on city scale weights should in justice to their own interests weigh each load of grain also, thereby guarding their bank account against the errors of the city weighman and the defective work of his scales. Some country buyers, who, prompted by suspicion, have required the testing of city scales, have found it next to impossible to induce the city council to recompense them for grain paid for in excess of receipts. Do your own weighing on scales you have tested often enough to know they are working right, then if the city weighman gets sleepy or his scales get to working too fast you will quickly learn of it.

GRAIN EXCHANGE benevolent societies, which in reality are nothing more than mutual insurance lodges, have lost their erstwhile popularity and are slowly disappearing, not because the members are opposed to the principle of helping the families of deceased members, but because the membership in each case has been so greatly reduced their death benefits have become merely nominal.

BUYERS at country stations would more readily succeed in obtaining desired positions if they would give more careful attention to their correspondence. One firm, which operates twenty-five elevators, complains that securing men by mail has not proved satisfactory because the applicants do not give the essential information asked for. We echo this complaint for the benefit of men seeking positions as buyers and trust they will profit by it.

A PECULIAR and unusual accident is recorded in the Michigan news column this number whereby a grain dealer has suffered a painful accident as the result of a crow-bar falling into the fly-wheel of his gasoline engine. Accidents in grain elevators are surely on the increase, yet little effort is made to prevent the recurrence of accidents which have occurred before, principally because elevator operators do not take to heart the expensive experiences of their brother dealers whom they read about.

INASMUCH as elevation allowances are being cancelled, likewise favorable leases of terminal elevators, there is little prospect of operators of country elevators receiving the loading fee to which they are entitled from every carrier they serve. The Union Pacific grants its elevation allowance only where cars are returned to its tracks within 48 hours after it delivers them for unloading. It grants the elevation fee of $1\frac{1}{4}$ ct. as a bonus for the early release of its equipment, which would seem to be legitimate. Inasmuch as it makes no discrimination, but allows this to all terminal elevators, no doubt the interstate commerce commission will consider the fee legal. However, it is sure to work a serious handicap to firms without an elevator.

VERBAL CONTRACTS with farmers for the future delivery of grain frequently result in much grief when the market advances. If the contract is merely a verbal one the farmer invariably denies it and refuses to fulfill his part of the contract. Some who do fulfill their contracts forever nurse a grudge against the grain buyer, whom they charge with getting the better of them. If contracts for future delivery of grain are placed in writing it is much easier to compel their fulfillment, and little opportunity is left for misunderstanding. Verbal contracts as a rule are so indefinite as to permit a farmer to deliver on his own sales several neighbors' grain when the market declines, while written contracts invariably specify the number of bushels to be delivered.

BUFFALO'S elevator trust, known as the Western Elevating Ass'n, has met with more discouragement in the form of a judgment for \$6,000 granted recently by the appellate division of the New York Supreme Court to Spencer Kellogg of Buffalo. As has been stated in these columns many times before, the railroads charged half a cent more per hundred on all grain received from the Kellogg Elevator than they did from elevators in the pool, the members of the pool in return agreeing to divert lake shipments from the Erie Canal to the railroads. Mr. Kellogg has the best wishes of every lover of fair trade conditions and it is to be hoped that he will bring and win so many suits against the elevator pool and the railroads that they will cease their discrimination.

KENTUCKY grain buyers may not lend bags or pay more for grain than it is worth, but an investigation will prove that those who buy direct from the farmers of the state are not amassing wealth in large chunks. Competition seems to have assumed more rank forms there than are to be found in any other one state. Not content with granting free storage, advancing money and accepting all grain as being of the best grade the buyers enter into verbal contracts with farmers for their grain as soon as it is assured, and not only give them the top of the market the day of contract, but promises them "the rise," so that if the market does go up the farmer has nothing to lose by selling early, and if it goes down before he is able to make delivery he is just that much ahead. In other words, the grain dealers give Mr. Farmer a put for his entire crop without any expense and a rising market prompts him to hold until it strikes the toboggan.

JUDGING from a paragraph in our Buffalo letter some eastern buyers are as unobserving as many western shippers. They have been accepting No. 4 and off-grade grain as No. 2 simply because the shipment was accompanied by an unofficial printed certificate of inspection signed by a person in nowise connected with the official grain inspection department. It is a very easy matter to learn who are the proper officials in each market, and to accept certificates from any other is to encourage deceit and sharp practices. It is not necessary for either shipper or buyer to be always looking for a thief, but unless each is eternally vigilant his interest will suffer occasionally. The very fact that unofficial certificates of weight and inspection are being issued would indicate that the certificates issued by the official inspectors and weighers are not issued in the interests of local parties, who find it to their advantage to use the services of unofficial inspectors and weighers.

DOOMED to disappointment are those who have credited the false reports regarding the Santa Fe Ry. company voluntarily granting free elevation and ten days' storage on grain after arrival at its elevator. The railway officials say there is nothing in it. Of course they will continue to unload and store free a box of crackers or any other parcels of package freight received, but to unload and grant free storage to grain which constitutes a large percentage of the road's freight,—well, in the eyes of a traffic manager, "that is idiotic." The charter of the Santa Fe, like other railroads, requires that it shall provide depots for freight and passengers. Inasmuch as it accepts grain in bulk for transportation it should also be required to store it in bulk at least at terminals.

RAILWAY officials are experiencing much difficulty in arriving at a uniform conclusion as to what is a correct interpretation of the requirements of the new interstate commerce law. In view of the fact that different officials of one Iowa line interpreted its scheduled tariff to a Missouri point in four different ways it would seem impossible for them to adopt a more complex or confusing system of quoting rates than in force at present. In the case cited each official of the railroad maintained he was right and each differed from the others, as well as the Interstate Commerce Commission, which was also asked to decide what was the rate. Heretofore carriers have invariably charged all the tariff would stand. Under the provisions of the new law this will not be possible.

FARMERS WILL CONTROL PRICES.

The farmers of Oklahoma, unwilling to profit by the experience of the American Society of Equity, who followed Agitator Everett of Indianapolis in his wild chase for dollar wheat, have organized a Co-operative and Educational Union, for the purpose of dictating prices at which farmers must sell their produce.

The promoters say that they propose to relieve the farmers from the dictation of unfriendly corporations and will establish a clearing house thru which members can handle their surplus crops at a price fixed by the union.

Nobody believes in trusts when in the market to buy products controlled by the trusts, not even farmers, but what a beautiful thing it is, theoretically, to prop up prices when you have a desire to sell your crops for more than the supply and demand proves it to be worth.

The farmers of the Southwest should immediately send for Mr. Everett. He is a past master at enthusing bucolics in higher prices. He did it so thoroly last year that it became necessary for him to seek relief from his indebtedness in bankruptcy and many of his followers are seeking to dispose of their crops quickly as possible fearing that he will conduct another \$1.25-wheat campaign.

IN-TRANSIT PRIVILEGE FOR EVERY STATION.

The Wabash Railroad has decided to grant a milling in-transit privilege on grain shipments at any station on its road desired by shippers, and it will permit a shipment being stopped at every station on its line if the shipper desires, but for each stop it will make a uniform charge of \$3 per car.

The transit privilege heretofore has been granted only to those who could bring sufficient influence to bear to secure the favor. With the adoption of the new rule all the shippers will be treated alike as they should be and grain will hereafter be stopped at more interior points for cleaning.

The Wabash is to be commended for its very fair action which no doubt will be opposed by some of the other roads, but even did they divert it from its present purpose the time is not far distant when the in-transit privilege must be granted everywhere to anyone. The old discrimination cannot continue long under the new interstate commerce law.

BUCKET-SHOPS ON THE RUN.

At last the movement to stamp out the iniquitous bucket-shop seems to be general. The people are at last recognizing the deception and forcing the sharpers to seek other channels. Governor Folk of Missouri has declared against the notorious Cella Commission Co., and no doubt the National Board of Trade will soon be wound up. A general effort is being made over all the New England states to drive out the fakers. Ohio is also after them with a long pole and some of the Canadian cities forbid them the right to operate.

Patrons have recently been caught for large amounts at Monmouth and Kankakee, Ill. So frequently have these fraudulent concerns closed up when the market went against them that it is much more difficult for them to catch suckers now than ever before. It is gratifying to be able to chronicle the general campaign against the sharks who have so long striven to appear before the public as legitimate brokers.

DISPOSAL OF OFF-GRADES.

The disposal of off-grades where grain is sold track has long caused track sellers and track buyers much grief. In some markets all off-grades are sold in the open market for what they will bring, unless the shipper demands that they be accepted on contract at a discount.

Memphis dealers, or at least several of them, have recently adopted a schedule of discounts for off-grade oats. In bidding for 3 White they notify the prospective seller that should the shipment grade 3 Yellow it will be accepted at one-half cent discount. If the shipment

grades 4 White it will be accepted at one cent discount.

So much of the new wheat is graded higher than for years past shippers who forward No. 1 to fill track sales of 2 are losing heavily unless so fortunate as to be shipping to a track buyer who grants a premium for the "Or better" grade.

GASOLINE EXPLOSIONS.

During recent months newspapers have repeated sensational stories about the destruction of grain elevators as the result of the explosion of gasoline engines. We have gone to considerable expense and trouble to run down each one of these reports, only to find in every case that the report was wholly erroneous, but in each of the cases the gasoline supply tank was either in the engine room or in a shed adjoining.

In one case boys shooting at a mark had perforated the supply tank sufficiently to permit vapor to escape in sufficient volume to be ignited by a spark from a passing locomotive. Luckily the supply of gasoline was small and the fire was discovered in time to prevent the destruction of anything but the gasoline shed.

On several occasions we have learned of the engine room being flooded by gasoline because the tank was high and the gravity feed worked overtime.

In the Missouri news column this number is told of the explosion of 55 gallons of gasoline, the supply tank having been kept in the engine room. In this case the plant was fully destroyed, with no insurance, and the inmates of the elevator barely escaped, all having been badly burned.

The gasoline supply tank should be buried and the pipe which supplies the gasoline to the engine cylinder as well as the drain pipe should drain to tank. This will keep the amount of gasoline in the engine room to a minimum, reduce the destruction of elevator property and rob the newspapers of any excuse for publishing false reports of gasoline engine explosions.

ALL WEEDS WILL BE DESTROYED.

A professor identified with the Dept. of Agronomy of Wisconsin has made a discovery which promises to exterminate wild mustard, cockle burr, dandelion, yellow dock and other weeds from the grain fields of the country. His remedy is simple, inexpensive and easily applied, consisting of the spraying of grain fields with a solution of sulphate of iron.

In all the experiments so far conducted the weeds have been completely and quickly exterminated without injury to the grain. Further tests are being conducted in different counties and in no case yet has the solution failed to annihilate the weeds. Why it has such a deadly effect on them has not yet been discovered, but it does the work.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

JUDGMENT FOR THREE TIMES FREIGHT DIFFERENCE.

Grain Dealers Journal: Carrying out my promise to report my success in suits against the C. R. I. & P. Ry. Co. to recover three times the amount of excess grain rate charges, as provided by Iowa statutes, which also allows attorney fees, as in my letter in this column June 25, I have to report that directly after notice of suit, they tendered me the original amount of claims including costs, which I refused, and a few days later they tendered me three times the amount and costs. This I also refused unless they would add attorney fees, which they then declared they would not do, but put up a very strong bluff, backed by their assistant attorney general from Des Moines, who put up a petition for 60 days continuance, claiming it would take that long to prepare their case, and the court allowed them about 20 days' time.

Although they tried to put out the impression that they would have a regiment of witnesses when the time came, there were no witnesses in sight and their local attorney confessed judgment for the full amount of my claim and costs, including \$10 attorney fees.

This was another time that their gun was not loaded. Yours truly, Geo. D. Henry, Fairfield, Ia.

ERRONEOUS IDEAS OF FARMERS ELEVATOR PROMOTERS.

Grain Dealers Journal: If the producers ever expect to play an important part in the distribution of their grain they must relegate to the rear such methods as have been detrimental. Innovations too often have the germs of disintegration. The promoters of farmers elevators usually have an erroneous idea of what constitutes co-operative success, as is obvious from the many failures.

During my 10 years of experience in a local way, conducting a grain business on my own account and operating farmers elevators, I can truthfully say, and all dealers will attest, that the fabulous profits which have been made the basis of most farmers elevator promotions have never existed.

Why the efforts of farmers are so far barren of results ought to have the closest scrutiny to discover the proper stimulus and prevent dissolution.

First I would say that the allotment of small stock among a large number with a view to inflating prices instead of realizing a dividend on stock leads to ravenous competition, and when the organization meets reverses there is no surplus to draw on. When, in consequence of this, an assessment is levied, the small stockholder takes alarm and sacrifices his stock. The result is the absorption of the stock by a few, if not in the control by a line company.

Second: The restrictions placed on the shareholder by which he obligates him-

self to patronize his own company are a bad feature, based on the theory that they must patronize their own institution even at a loss. Tho this feature looks well to the casual observer I would say that the best business methods are none too good for a co-operative company to adopt. Their business must not be made an object of charity, and to be self supporting it must not encourage ravenous competition, which, if reduced to its logical conclusion, means the survival of the fittest.

To avoid ravenous competition due regard must be maintained at all times for the rights of others; and to do this it is not necessary to have an ironclad price agreement. That some understanding between dealers as to what shall constitute a fair margin of profit is beneficial to the producers in general can not be successfully contradicted; and I believe that when the pendulum of public disapproval of grain dealers ass'ns shall have swung its length there will be organized an ass'n which will embrace all interests of whatever character, aiming for the greatest good to the greatest number.—H. L. Aden, manager Farmers Business Ass'n, Shelby, Neb.

COURTESY TO BUYERS.

Grain Dealers Journal: A matter which commission merchants and other receivers will do well to bear in mind is the fact that among the hundreds of young men, and others not so young, who occupy positions as agents for line companies or helpers in elevators, are many who will some day have houses of their own. It pays to cultivate friendly relations with these future dealers and to show them every courtesy that would ordinarily be extended to a man who has shipments of grain to offer.

I am led to speak of this from the fact that I have known receivers to ignore requests for information or the granting of small favors when they have appeared to come from this class, even without vouchsafing a reply to them. Of course, in the matter of quotations on samples, which are asked for by many agents, receivers have to be careful not to give them contrary to the wishes of the companies who employ these men, some of which insist upon posting their employees entirely from their own headquarters; but there are ways of avoiding actual discourtesy toward any inquirer, and the latter has the right to at least a prompt reply.

One prominent commission firm of the Northwest has on its books to-day the names of a large number of dealers with whom it first entered into correspondence some years ago, before they began shipping grain on their own account. These names were duly entered on specially kept records at the time the first letters appeared with their signatures, together with such facts in relation to them as these letters revealed, and their subsequent careers have been carefully noted from time to time as there was any information to be had concerning them.

In one way or another, all were made to feel that they were friends of the house and the traveling men employed by the firm made a point of looking them up occasionally as they passed through their towns. The result has been of almost incalculable benefit to the commission firm, and the relations established have undoubtedly been the means of helping along many deserving and ambitious young men, for this firm did not stop at small favors, but has aided not a few of these former elevator employes in becoming established in houses of their own.—G. B. Favor.

KEEP POSTED ON INSPECTION.

Grain Dealers Journal: "Fair" inspection is a term not easily defined, incredible as that assertion may appear to the average country shipper who sees only one side of the question. Of course, as opposed to the unjust, unreasonable or corrupt grading of grain, pure and simple, it is plain enough; but may there not be other elements, such as judgment, local custom, relative crop quality and similar factors, which enter into the question?

Shippers should not expect to find that their own particular views of inspection, however excellent they may appear, are those entertained in every market to which they may ship. Each market has a right to its own ideas and to make its own rules, except where they are obviously contrary to reason, and it is the business of shippers to study those rules for their own benefit. Moreover, the interpretation of these rules, if not the rules themselves, changes from one season to another, so that the experience of one year is no sure guide to that of another.

Where a dealer is shipping right along to a certain market, he becomes pretty familiar with its requirements, but when he shops around from one to another, or perhaps sends his grain to certain markets only at intervals, he will do well to post himself, by means of fair-sized samples, representing just as many shades of quality as his community offers. Commission merchants are glad to answer questions in regard to inspection and market values and there is no reason why any dealer should not keep himself well posted by the simple means mentioned.—J. McC. F.

HOW CLAIM AGENTS DELAY SETTLEMENT.

Grain Dealers Journal: The railway companies weigh cars of grain at terminal markets by running the cars over track scales, catching the gross weight while the car is in motion, and taking the stencil weight of the car for the tare.

Everybody knows that the weight of a car will vary from 100 to 1,000 pounds from its stencil weight, depending upon whether or not the car is wet or dry.

Is it just that the shipper should take this risk?

Recently we began suit against Atchison, Topeka & Santa Fe Railroad Co. for the collection of a shortage, and we note a letter from W. J. Healy, freight auditor of that company, in the Journal for June 10.

We are just in receipt of a letter from Mr. W. J. Healy, regarding a claim for shortage where the evidence is indisputable that the car in which the grain was shipped had one end broken, so that great quantities of wheat ran out, in which letter Mr. Healy advises us that the papers are referred to Mr. Thomas R. Morrow, the solicitor of the Atchison, Topeka & Santa Fe Ry. Co. for Missouri. We are not at all uneasy, but we write this merely to show that Mr. Healy seeks technical defenses regardless of the merits of the claim.

If, as the railway companies sometimes say, the shortage is occasioned by the dishonesty of the elevator receiving the grain, then make the railway company give the shipper proof of such fact, so that the elevator men can be made to disgorge.

Prompt settlement of claims will be made only when shippers make up their minds to stand the imposition no longer.—Sherman & Fletcher, Kansas City, Mo.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

MACHINE TO GRIND ALFALFA?

Grain Dealers Journal: Can some reader of the Grain Dealers Journal give us the address of any machine firms who build a machine for grinding alfalfa?—E. H. Linzee Grain Co., Hobart, Okla.

MACHINERY FOR CRUDE ALCOHOL.

Grain Dealers Journal: We wish the Journal would give us the names of firms that manufacture machinery for making crude alcohol.—Frole & Hess Grain Co., Alvo, Neb.

Ans: Rolls to cut up the grain are made by firms advertising in the Journal; vats to ferment grain are made by Olson Bros. & Co., Chicago; copper boilers to distill the mash and copper pipe worms to condense the alcohol are made by coppersmiths. Complete plants for distilling alcohol are built by the American Copper & Brass Works, Vulcan Copper Works, and Hoffman & Ahlers, all of Cincinnati, O.

LINING FOR LEAKY CARS?

Grain Dealers Journal: I have read in the Grain Dealers Journal for July 10, page 62, under the heading "Lining for Leaky Cars," a description of a lining that fills this want.

I would like to see a cut of this lining, and would like to know where it is made and what is the cost.—R. B. Gibbs, Morrill, Kan.

Ans: On this page is given a cut of the lining referred to, which is made

by Fred W. Kennedy of Shelbyville, Ind., who will give any desired information on application.

PERCENTAGE THAT FALLS DOWN BACK LEG?

Grain Dealers Journal: I would like to hear thru the Asked and Answered column from men experienced in elevator building and in the operation of elevators what percentage of the grain elevated falls down the back leg?—C. J. Colling, Cleveland, O.

CARBON INCREASES FIRE HAZARD.

Grain Dealers Journal: I note in the Asked & Answered column, June 25th number of the Journal, a paragraph recommending the use of bisulfid of carbon as a weevil exterminator in elevators. There is no question about the effectiveness of this chemical, but its use is very objectionable and no insurance company would knowingly insure elevators using it regularly.

Prof. F. S. Kedzie, Chemist, of the Michigan Agricultural College, stated recently, "The vapor of bisulfid of carbon is one of the most inflammable of all common liquids. It does not require a flame to ignite it, anything that is moderately hot will do it. Bisulfid of carbon mixed with air is very explosive."

Hydrocyanic gas is the only safe and at the same time effective means of ridding an elevator of insect pests, but as it is very poisonous it should not be used without the operator posting himself as to its proper use. O. R. G.

Luther Burbank, the great plant breeder of California, estimates that one extra grain to the head, one extra kernel to the ear, and one more potato to the hill would increase the crops of the Nation, without extra cost, by 1,500,000 bus. of barley, 11,000,000 bus. of corn, 15,000,000 bus. of wheat, 20,000,000 bus. of oats and 21,000,000 bus. of potatoes.

Admits Failure in Grain Business.

If reports be true one Illinois dealer who made it a practice to pay the top of the market and more for grain has very mysteriously disappeared, leaving behind large liabilities and the following letter:

"To Whom It May Concern: Life is what we make it. I made life a failure. My life has been a downward career ever since I entered this office, handicapped, as a mere innocent boy. It was the downfall of my life.

"I will forgive the parties whose names I will not mention, that took advantage and used me as you would a poor, dumb brute, who cannot and dare not speak. I hope that others will benefit by my experience, but it was too late for me. It would have been better if I had never been born.

"Don't mourn over me, but take into consideration your own life. This world's a stage, and everybody must play his own part.

(Signed)

"E. R. EILTZ."

In his opening sentence he admits it is not necessary to make a failure of life, but confesses that he has done so. The early reports credited wild speculation with these losses, but later investigations do not support this statement. The circulation of this story was probably due to the fact that several managers of co-operative concerns in central Illinois have also mysteriously disappeared during recent months, principally because they could not make good their losses in unreasonable speculation.

Check Inspectors.

BY H. W. KRESS.

Jones—Did you hear about this check inspector business, the boys were talking about at our meeting last January?

Brown—Why, no; what's that for?

J.—I'm not dead certain, but think it's to keep an eye on our stuff at terminals.

B.—Why, ain't those inspectors at terminals got eyes?

J.—Of course they have, but their lamps take vacations when crowded.

B.—Did I understand you to say lamps?

J.—That's what I said.

B.—Why, what's the matter; haven't they got enough oil?

J.—That's it exactly; this here check inspector is to see that there's plenty of oil to keep their lamps bright.

B.—Well, what's this here oil man going to cost that keeps the inspectors' lamps bright?

J.—Something like a dollar extra on a car.

B.—And how is this all going to affect the grades on our stuff?

J.—Well, it's to be a sort of uniform grade affair all around.

B.—Why, how's that?

J.—Well, you see, the fellow I am going to vote for that oiling job says it's all to grade a straight No. 2 and no more off grades.

B.—You can take my vote by proxy and cast for the same fellow. Tell him I voted for him and that I intend making him a present of a box of cigars every Christmas.

J.—There was some talk of letting this same fellow oil the scales also.

B.—Well, tell him if he oils so I get straight invoice weights my vote is good there too.

Rice millers of Texas have practically consummated a combination embracing 22 mills with headquarters at Houston.



Lining for Leaky Cars. (For Description See Page 62, Grain Dealers Journal for July 10.)

Bills of Lading—Effect of Assignment Upon Ownership of Goods.

BY C. B. HIRTZEL.

The bill of lading is an instrument of a two-fold character. It is at once a receipt and a contract. In the former character it is an acknowledgement of the receipt of property on board 'his vessel by the owner of the vessel. In the latter it is a contract to carry safely and deliver.—*Polard v. Vinton* 105 U. S. 7; *Wolfe v. Norris* 5 N. Y. Super. Ct. 7.

By the custom of merchants, bills of lading became transferable so as to vest in the assignee the title to the goods. They are not, however, negotiable in the same sense in which are bills of exchange and promissory notes. They stand in the place of the goods they represent, but not in the contract itself, so as to enable the endorsee to maintain, at the common law, without statutory enactment, an action for it in his own name. And the rule that a *bona fide* purchaser for value of a lost or stolen bill or note endorsed in blank and payable to bearer, is not bound to look beyond the instrument, has no application to the case of a lost or stolen bill of lading. It is a symbol of ownership of the goods covered by it.—*Stollenwerck v. Thatcher* 115 Mass., 224; *Weyland v. A. T. & S. R. Co.*, 75 Iowa, 573.

Since the bill of lading, or shipper's receipt, represents the goods shipped when under it does the title pass to the vendee, when does it remain in the vendor, and when does it pass to the person discounting or advancing on the draft.

The authorities upon the several propositions are so numerous that we cite but a few, choosing those making full exposition of the doctrines and themselves citing still other decisions.

WHEN TITLE REMAINS IN THE VENDOR: In *Daws et al. v. Nat. Exchg. Bank*, 91 U. S. Sup. Ct., U. S. 618, found quoted so often, McLaren & Co. purchased wheat at Milwaukee and paid for it with their own money. Smith & Co. had ordered them to buy and ship for them but had supplied no funds. McLaren & Co. did expect Smith & Co. to purchase the shipment, but they did not consign it to them, but to the cashier of the Milwaukee bank and handed over to that bank the bills of lading as a security for the drafts drawn against it, and the bank paid the drafts. They did send invoices to Smith & Co. The cashier of the Milwaukee Bank wrote a special endorsement to hold for payment of draft on each bill of lading and sent the same to the Merchants' Bank of Watertown, N. Y. This bank sent orders to the masters of the vessels to deliver to Corn Exchange Elevator, Oswego, N. Y. Smith & Co. were proprietors of this elevator. It was argued that the invoices sent Smith & Co. by the shipper had the strength of bills of sale. The court held that McLaren & Co. were the absolute owners of the wheat. That the Watertown bank was only the agent of the Milwaukee bank, the owner of the wheat after the transfer, and had no power to make such a delivery as would divest the ownership of its principals and that they had not attempted to do it; that the delivery to the elevator was a clear case of bailment, inconsistent with the idea of ownership, and the Corn Exchg. Elevator, or Smith & Co., were warehouse men and not vendees. That the sending of the invoices was of no significance by itself.

So that in determining whether owner-

ship is divested, or taken from one, and vested in another by the particular transaction must appear from a consideration of all the facts in the case. And upon this all courts are agreed. It may be that sometimes different courts have differed in the construction of certain acts and circumstances, but the principle and the rule remains that where the bill of lading is made to the shipper's order the title does not pass to the vendee, and in the absence of evidence to the contrary, is "almost decisive in showing that the title is retained by the shipper. By such a bill of lading the seller does not reserve merely a lien, but the absolute right of disposal of the goods, even though the consignor is indebted to the consignee for advances.—*Marine Bank v. Wright*, 48 N. Y., 1." See cases cited pp. 110, 111, Vol. 13, Am. & Eng. R. R. Cos.

WHEN TITLE PASSES TO THE VENDEE: The *prima facie* nature of a bill of lading, as regards the consignee, is to vest the ownership of the goods consigned by it to him. But the bill of lading is not conclusive evidence of title, but just as the bill of lading in the name of the order of the shipper is an indication that the shipper intends to retain the ownership, which intention may be rebutted by proof of the contrary intention, so the issuance of a bill of lading in the name of the consignee does not necessarily vest title in him but it raises a presumption to that effect which may be controlled by special clauses in the bill, or by evidence *alunde*. It is also true that a delivery to the carrier is a delivery to the vendee, and the property vests immediately, unless there is some agreement or understanding to the contrary. The carrier is in such cases in contemplation of law, the bailee of the person to whom and not by whom the property is sent, and is as effectual as if the delivery were made directly to the consignee himself. As proof, however, these facts would be but *prima facie* that the consignees were the true owners to be overcome by the other facts in the case.—*Merchants' Exchg. Bank v. McGraw*, 76 Fed. Rep. (Cir. Ct. of Appeals, U. S.) 930; *Prince v. Boston & L. R. R.*, 101 Mass., 542; *Penn. Co. v. Poor*, 103 Ind., 553.

And "where a party consigns goods to another, and thereupon draws upon the consignee for funds, accompanying the draft with the delivery of the bill of lading, or shipping receipt, as collateral security for its payment, the acceptance and payment by the consignee of the draft accompanied by the bill of lading or shipping receipt, vests in him a special property in the goods, sufficient to maintain replevin against an officer who after such delivery attaches them upon a writ against the general owner." * * * The interest thus acquired by the consignee's payment of the draft "will relate back to the time of delivery of the draft and shipping receipt to the payee of the payee of the draft, and this without reference to whether the payee of the draft paid any consideration therefor to the owner or not, if the consignee paid it in good faith, without notice of any attachment or levy on the goods."—*Peters v. Elliott*, 78 Ill., 321.

WHEN TITLE PASSES TO THE PERSON DISCOUNTING OR ADVANCING ON THE DRAFT: *Merchants' Exchange Bank v. McGraw*, 76 Fed., 930, Cir. Ct. App. "There are numerous authorities which in substance declare that the delivery by an owner of goods, of a common carrier's receipt for them, as security for an advance of money with the intention to transfer the property

in the goods, is a symbolical delivery of them, and vests in the person making the advance a special property in the goods, sufficient to enable him to maintain replevin or trover or other action at law, against another who attaches them upon a writ against the general owner * * * such a title is designated in the decisions as the 'banker's title' to the goods. This doctrine has been developed in furtherance of the security required in commercial transactions, and it is now well settled, as was said by the Supreme Court of Wisconsin in *Merston v. Moors*, supra, that 'Where a commercial correspondent advances money for the purchase of property, and takes possession either actually or symbolically, he becomes the owner thereof, even where the advance was made and the property was purchased at the request and for the ultimate use and profit of another, and there was an agreement to transfer the title to that other upon the performance of certain conditions, and ownership was taken solely for the protection of the party making the advance.'" And if the goods are sold under the wrongful attachment such owner may recover the proceeds of the sale.

The following is always to be considered: With what intention was the bill of lading transferred; the priority of interest as between the attaching creditor and the bank did the attachable interest of the first vest prior or subsequent to the deposit of the bill of lading and cashing of the draft.—*Means v. Bank*, 146 U. S., 627 (Sup. Ct.); *Dodge v. Meyer*, 61 Col., 418; *New Haven Wire Co. Cases*, 57 Conn., 379; *Raleigh, etc., R. R. v. Lowe*, 101 Ga., 330; *First Nat. Bank v. Mt. Pleasant, etc., Co.*, 103 Ia., 522; *Neill v. Roger, etc., Co.*, 41 W. Va., 43; *Forbes v. Boston R. R.*, 133 Mass., 156; *Ratzer v. Burlington, etc., R.*, 64 Minn., 248; *Penn. etc., R. v. Stern*, 119 Pa. St. 29; *Dymock v. The Mo., K. & T. Ry. Co.*, 54 Mo. App., 400.

OTHER RECENT CASES: *McArthur Co. v. Nat. Bank of Bay City*, 122 Mich., 227, holds when consignor forwards for collection a draft attached to bill of lading showing consignment to himself indorsed in blank payee must pay before the bill of lading will be delivered.

Willard Mfg. Co. v. Tierney, 133 N. C., 636: Where a bank for valuable consideration takes an assignment of the bill of lading with draft attached, the consignee takes them subject to the rights of the holder for the amount of the draft, and he cannot retain the price of the goods on account of a debt due him from the consignor.

Finch v. Gregg, 126 N. C., 176: "When a bill of lading payable to the order of the shipper was assigned by him for value (i. e. cashing of draft upon the purchaser) attached to the Seymour-Danne Co., the latter became the owner of the corn, as against all the world except the shipper, as to whom the assignment was a security for the amount of the draft. * * * When the Seymour-Danne Co. lost the bill of lading on both occasions equally they took the contract of the shipper, and they stood in his shoes with the same rights, no greater no less. * * * Upon the arrival of the corn shipped in May at Springhope, Gregg had no interest therein in which could be attached (*Emery v. Back*, 25 Ohio St., 360) unless possibly, it had been shown that the amount to be paid for the corn was greater than the amount for which the Seymour-Danne Co. held the bill of lading as security—but that point does not arise here.

"While the purchaser could not attach

the property as the property of the shipper, after the assignment of the bill of lading, he could attach it as the property of the assignee, who assumed the liability of the shipper for safe delivery in good condition."

Where the bill of lading is forwarded with a time draft attached for collection, without special instructions, the bank must surrender the bill of lading to the drawee upon his acceptance of the draft, and is not bound to retain it, as the inference is that the transaction is a sale on credit and that the bill of lading is a security for an acceptance, and not for payment of the draft.—*Bank of Manitoba v. Chicago, St. Paul & K. C. R. Co.*, 160 Ill.

The supreme court of Illinois has held that the bank cashing the drafts is to be regarded as a pledgee holding the goods as collateral security and is entitled to protection as a bona fide purchaser as against the original seller's claim for purchase money *whether it is considered to have an absolute property or but a lien on the goods.*—*Michigan Cent. R. Co. v. Phillips*, 60 Ill., 190.

And it will lose its lien if it permits the purchaser to retain possession of the goods to sell them, and account them and account for the proceeds and from time to time renews the notes so that the bank's claim consists merely of overdrafts and other unsecured debts and the bills of lading do not correspond with its notes.—*Union Trust Co. v. Trumbull*, 137 Ill., 146.

The whole doctrine is well summed up by C. J. Fuller of the United States Supreme Court in the case of *The Carlos F. Roses*, 177 U. S. 655, 665:

"Bills of lading stand as the substituted and representative of the goods described therein, and while quasi negotiable instruments, are not in the full sense in which that term is applied to bills and notes. The transfer of the bill of lading passes to the transferee the transferor's title to the goods described, and the presumption as to ownership may be explained or rebutted by other evidence showing where the real ownership lies. A pledgee to whom a bill of lading is given as security gets the legal title to the goods and the right of possession only if such is the intention of the parties and that intention is open to explanation. Inquiry into the transaction in which the bill originated is not precluded because it came into the hands of persons who may have innocently paid value for it. *Pallard v. Vinton*, 105 U. S. 7; *Shaw v. Railroad Company*, 101 U. S. 557.

"Generally speaking, in the purchase and shipment of goods on bills of lading attached to bills of exchange drawn against them the bill of exchange is drawn on the consignee and purchaser, and sent forward through the banker at the place of shipment, who advances on the draft, and thereafter realizes on it through his correspondent, or by sale as exchange; or the banker at some other point, or at the general exchange center, may be the drawer of the bill of exchange instead of the consignee or real owner, the banker standing in the place of the owner, in virtue of some arrangement with his customer, or on the faith of a running account, the pledge of other securities, or the customer's personal liability, so that the draft may be charged up at once, and at all events, the control of the goods is not the sole reliance of the banker."

Yet, as said in *Dows et al v. Nat. Exchg. Bank* 91, U. S., 618, "Where there is no evidence tending to rebut the interest exhibited in bills of lading, and confirmed by the endorsement thereon and the written instructions, to retain own-

ership of the goods until payment of the draft—there is no necessity of submitting to the jury the question, whether there has been a change of ownership."

The relations and liabilities of the parties depending then upon the proof of the intention of the transaction the "owner's" risk rests with himself since he needs only to do the things which will make his intention plain.

It would seem that to "declare his intentions" is as good a rule for a shipper as for a lover. It will save embarrassment and sometimes save the goods.

New Transfer and Cleaning House at Council Bluffs, Iowa.

The Trans-Mississippi Grain Co., of Omaha, Neb., has recently completed the very substantial cleaning and transfer elevator shown in the engraving herewith at Council Bluffs, Ia.

The plant consists of a working house, storage annex, office and dust house. No power plant is provided, the electric current for the motors driving the machinery being transmitted by wire from an outside source.

Working house and annex are built together, communicating with belt conveyors, the cupola of the working house rising high above the annex roof. The total storage capacity is 600,000 bus. The working house is 42x56 ft. and 158 ft. high above track rail. The annex is 56x124 ft. and 102 ft. high above piles. The brick office is 16x20 ft. and the frame dust house is 14x14 ft.

Grain is handled in and out over three tracks in the car shed, 44 ft. wide. The outer track is used exclusively for receiving and the inner track for loading, while the middle track serves both uses. Under the two outer tracks are four receiving sinks from which grain is drawn by two 36-in. belt conveyors to the boots of the two receiving legs. Two of the shipping spouts run down the side of the elevator to the inner track, while a third serves the middle track, all terminating in a bifurcated car loader.

From the working house the grain is delivered to bins of the annex over two belt conveyors, and returned over a single belt conveyor running in a tunnel thru the middle of the annex. One stand of elevators is designed for shipping, two for receiving and two for cleaning. Distribution in the cupola is made by Mayo Spouts. The hopper bottoms of the bins in the working house are of steel. The heads, boots and housing of the elevator legs also are of steel. A passenger lift and stairway extend up one side of the working house.

The machinery on the working floor includes a No. 11 oat clipper and two No. 11 separators, besides two of the electric motors.

The bins in the annex are 81 ft. high, in three rows, 9 bins in each row. The bins in the two outer rows are 14x22 ft., and those in the middle row 14x12 ft. The hopping of the outer rows is to the inside. The walls of the annex are of 10, 8 and 6-in. cribbing. The elevator was designed and erected by the Barnett & Record Co.



New 600,000-bu Elevator of the Trans-Mississippi Grain Co., at Council Bluffs, Ia.

Grain Improvement.

[From a paper by Prof. Andrew Boss of the Minnesota Experiment Station.]

Some may ask wherein the grain dealers are to be benefited by a talk on grain improvement or where they can do anything to change the quality of the grain that is being marketed, but when it is recalled that they are joining with the educational forces in disseminating information that benefits the man who grows the grain, the reason for it becomes apparent. All must join in the movement for improvement in quality and yields of grain if the central Northwest is to continue in the lead as a grain raising region. Yields of grain are much less than they were when the prairie soils were broken, and because of low yields of wheat, oats and barley have largely superseded that crop. These grains in turn in many places are giving way to corn and grass. Even where good yields can be obtained, it is difficult to keep the quality of the grain up to a high standard. The abundance of fertility has been depleted and some of the elements necessary for complete development of the berry appear to be lacking. The educational forces have been at work for some time on this problem. For the most part the work has been confined to experiment stations and agricultural colleges.

THERE APPEARS to be at least two ways of improving the grain crops. In the first place it is believed that the soil must be in the proper condition and should contain some place near the elements required by the growing crop. The Illinois Experiment Station has for several years been studying the fertilizer question. A complete survey of the state has been made and the soil analyzed in every township in every county in the state, with a view to learning just what elements are lacking in each instance, the idea being that with this known, some form of commercial fertilizer which contains these elements can be supplied and the crop raised in its best form. The method is much the same as is employed by a physician. The patient is studied and the decision made as to what the system lacks, and then a prescription written. The results in Illinois seem to be encouraging, to say the least, though it is doubtful whether the process can be carried out in the extreme.

ROTATION: We believe, however, that the greatest benefit is to come from a proper rotation of crops and the use of grasses and live stock. Repeated trials have shown that farm manures where properly applied give better results than any forms of commercial fertilizer yet discovered. This system of farming means less acres of grain each year, but more bushels of grain per acre and an increase, if anything, in the total amount of grain handled. It also means a better quality of grain, as experience shows that the quality of grain is benefited by the application of the manures, as well as its quantity.

At University Farm we have a large tract of land devoted to the rotation of crops. There are represented about 44 different systems of rotation. Figures from these rotation crops show that we can grow as much wheat in the aggregate in two years, in rotation with grass and corn, as can be grown in three years of continuous wheat. The same ratio of increase in the yields is noted in rotation of crops with corn, flax, oats and barley. In fact, all crops seem to do better where the cropping is changed frequently. It is estimated that the increase in grain

yields throughout the state of Minnesota would be from 20% to 25% were a well planned system of rotation adopted on all arable farms.

Much can be done in the proper handling of the land but the seed that is planted is also of vital importance. The experiment stations have made even more careful observations in the matter of good seed than have been made in the matter of crop rotations. The Ontario, Canada station reports an increase in yields and an increase in weight of grain grown by simply making a mechanical selection of heavy weight seed each year. No effort was made to select individual plants, but only the mechanical method of separating the heavy from the light grain used. By careful selection of seed stock the Illinois station has increased the oil content of corn by 3 or 4%, showing that variation in quality of grain can easily be made by proper selection. THE IOWA station by testing the seed corn, by selecting the proper mechanical device for planting and by planting from good seed is estimated to have increased the corn yields of that state last year by 4,000,000 bushels, representing more money than is spent by their station in five or six years.

MINNESOTA has established a reputation in breeding varieties of grain that yield heavily. Since 1890 a continuous effort has been made to find varieties suitable to the Northwest and to improve them by systematic lines of breeding. In the search for varieties, all parts of the world where spring varieties of grain are raised, have been visited. When good ones have been found they have been carried through the nursery and then, if they were suited to climate and soil have been retained.

* * *

The grain men can do much toward helping the movement by talking good seed and better farming to their patrons. It becomes a matter of personal work, largely, after all, and the more men that can be seen and talked with in regard to sowing good seed, farming the land carefully, and in turn talking good seed to their neighbors, the sooner will the grade and quantity of grain be raised.

SCHOOL FOR GRAIN BUYERS: It has seemed to me at times that grain dealers could well hold a school for elevator men. I have often conversed with the buyers at country elevators and find them very little better informed on the matter of grades, quality and rules for buying, than are the farmers from whom they buy. They are not in position to gain the good will of the sellers nor to establish confidence in their ability to buy and sell grain. Uniform grades and methods in buying, as well as uniformity in prices would be desirable. I realize that where

it is a case of competition to get the grain it is difficult to have such matters definitely fixed though I do not believe that a thoro knowledge of the business would work in any way to the detriment of the buyer. And would it be too much for the grain dealers to print and give their patrons circulars of information in regard to the grain business? My experience with the farmers has been that if one takes an interest in their business and shows that he is there to help them rather than to live off them, that they will be more easily satisfied and even take less for their grain.

SAMPLES of the grades of grain could well be put in every country elevator, not for the benefit of the buyer alone, but in order that the farmer who sells grain may see them and compare them and satisfy himself that his grain was bought on -merit.

How to Build a Cob Burner.

The plan of cob burner given in the engraving herewith has been followed by Edwin Beggs of Ashland, Ill., in constructing cob burners at Fancy Prairie and several other stations where he does business.

Common brick, drain tile, fire brick and clay are the materials.

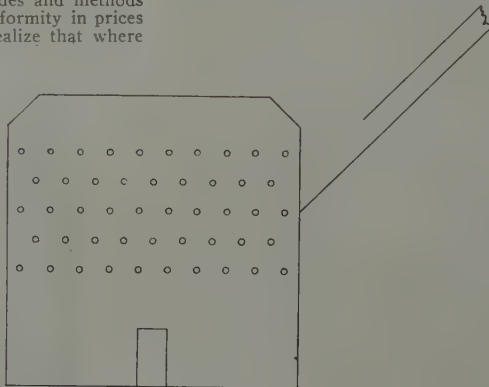
The burner is circular in shape, 16 to 20 ft. in diameter and 20 ft. high. At top it is open and drawn in about 2 ft. The wall is 13 ins. in thickness and lined to a height of 8 ft. with fire brick or common brick laid in fire clay.

On the side opposite the elevator is an opening, 2 ft. wide and 4 ft. high, at the ground, where the cobs are fired and the draft is obtained.

Rows of 4-in. drain tile 12 ins. long are placed in the wall about 2 ft. apart. The first row of tile is 8 ft. from the ground, other rows being laid in tiers of 2 ft. to near the top of burner, the tile alternating in each row. The tile permit the entrance of cool air and prevent the brick from burning and crumbling, besides deadening the sparks.

The cobs are spouted from the elevator into the burner about 10 to 12 ft. above the ground. For a distance of several feet back from the burner the top of the cob spout is left open so as not to have a draft up the cob spout into the elevator and communicate fire to it.

Mr. Beggs does not approve of burning stub blown into cob burners. Most of his burners are built with the sides straight up, but he favors the style here shown as lessening the draft and preventing the rising of burning shucks.



Burner for Corn Cobs.

Cobs

The government crop report will not be issued at noon, says Statistician Olmstead, except in months when only a small number of reports have to be averaged. The regular hour for the issuance of the report at Washington will be 3 p. m.

Canadian wheat amounting to 24,450,000 bus, was entered for transit across the United States to foreign countries during the 11 months prior to June 1, as reported by O. P. Austin, chief of the Bureau of Statistics. The Canadian in transit traffic included 1,000,000 bus, of oats.

Trading in cotton futures will be begun Sept. 1 by the Memphis Cotton Exchange, with the basis of transactions nothing but spinnable grades of cotton. Thus the quotations for futures will represent the actual cotton, and the bulk of the southern planters' crops will be a good delivery.

Chemists at the waukegan plant of the American Steel & Wire Co. have discovered a new by-product of coppers, which is said to be sure death to wild mustard and the Canadian thistle, the pests of the wheat fields of the Northwest. The new substance is a sulphate called tarax and is being utilized in the wheat belt.

The cheapest alcohol that can be distilled in considerable quantity is that obtained by the fermentation of the refuse from sugar refineries. Corn, even of low grade, is unable to compete with the sugar by-product as a source of alcohol, and probably will go to the starch factories and whisky stills.

The Corn Trade Ass'ns of London and Liverpool, Eng., have informed the New York Produce Exchange that in consequence of the unsatisfactory shipments of certificated No. 2 corn from Newport News and Norfolk, Va., a clause has been inserted in American grain contracts reading, "Official certification of inspection is to be final as to quality, Newport News and Norfolk, Va., inspection excluded."

The International Flax Twine Co. is negotiating for the year's flax crop in the bundle. Several years have been spent in perfecting the process of manufacturing binder twine from flax, which is claimed to be equal to sisal or standard twine at a much lower price. Flax for this purpose should not be less than 12 inches in length to the lowest branches and cannot be used unless kept straight.

The establishment of a denatured alcohol distillery in Kansas is favored by Governor Hoch, who says: Such a distillery would furnish means for employing a large number of convicts and the courts could not declare the law invalid on the grounds set up against the State oil refinery measure. This law would have the same effect that was expected from the oil refinery measure in that it would reduce the price of light and fuel to the consumers.

While I believe it is each year becoming less and less the custom for producers to hasten their wheat to market, there is much that must come immediately. Give this a little time and, while it is coming, be sure to buy some. Wheat is now 70 cents to the farmer, and that is not interest on the land in the corn belt. I do not believe the opportunity to buy wheat under 80 cents will last long. It is immaterial whether you get yours at bottom: it will soon be 5 cents higher.—E. W. Wagner.

New Grain Inspectors at Omaha.

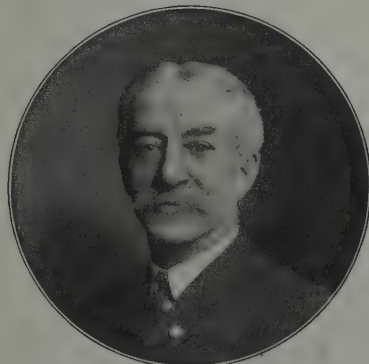
Geo. B. Powell, chief grain inspector and weighmaster, and Fred W. Harrison, whom he has chosen as his assistant, for the Omaha Grain Exchange at Omaha, Neb., both have had long experience in the grading of grain and are thoroly well



Geo. B. Powell, Omaha, Neb.
Chief Grain Inspector and Weighmaster.

qualified to establish for Omaha a reputation for uniform grades and accurate weights.

The Omaha market has grown phenomenally since gaining prominence a few years ago; and the volume of grain now passing thru its elevators is so large that the employment of the best inspectors is warranted. Accordingly A. B. Jaquith, a director, and G. W. Wattle, pres. of the Exchange, requested Wm. Smillie of the Chicago Inspection Department, to recommend a man to reorganize the department of inspection and weighing, and



Fred W. Harrison, Omaha, Neb.
Asst. Grain Inspector and Weighmaster.

he designated Mr. Powell as the man best qualified to do the work.

Mr. Powell was born at Peoria, Ill., and after completing a course in the High School of that city, entered the employ of the Chicago, Rock Island & Pacific Railroad, which he left after several years to take up the work of grain inspection for the Peoria Board of Trade, first as a helper, and after a year's close application and study, as an inspector. For the ensuing 12 years he gave his entire time and thought to the grading of grain, and on the resignation of the chief inspector, on account of failing health, in 1898, Mr. Powell was selected by the di-

rectors and the grain committee of the Board of Trade to take his place and discharged the duties of the office most efficiently.

In July, 1900, the position of chief clerk in the office of the Illinois Grain Inspection Dept. was offered to Mr. Powell by Governor Richard Yates at a salary of \$2,000, afterwards increased to \$2,250 without his solicitation.

During his connection with the department at Chicago Mr. Powell gained the good will and esteem of every one by his modesty, uniform courtesy to all and his constant endeavors to promote the best interests of the office. The Railroad and Warehouse Commissioners and the employees of the office, to the number of 81, united in presenting to Mr. Powell on his departure for Omaha a full jeweled gold watch, together with a signed token of their esteem.

Fred W. Harrison, assistant inspector and weighmaster, has been with the Illinois State Grain Inspection Department for 26 years, and is highly thought of by Chief Inspector Cowen, who contemplated making him a supervising inspector at the time his connection with the department was severed thru the influence of political enemies. Mr. Harrison has a splendid record in the Chicago department as an efficient judge of grain.

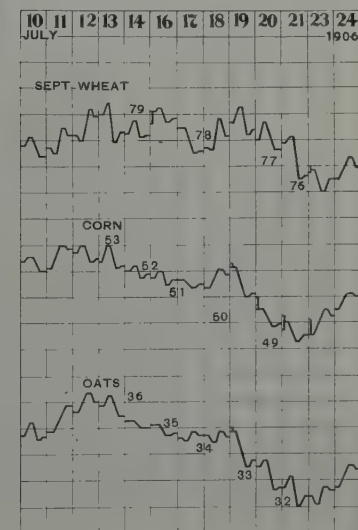
Mr. Powell will perfect the inspection and weighing departments, starting the inspection by personally supervising all grain inspected. In time he contemplates gradually weaving into the work a scientific inspection, of at least wheat, on lines that are now being developed by the U. S. Dept. of Agri.

Portraits of Mr. Powell and Mr. Harrison are given herewith.

The Sorenson Milling Co., of Lisbon, N. D., is reported to be making generous profits in grinding macaroni wheat exclusively.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for two weeks prior to July 25 are given on the chart herewith.



Wilkins Elevator at Stanwood, Ia.

Stanwood, Ia., is in the northern part of Cedar County, where the Tipton branch joins the main line of the Chicago & Northwestern Railway, and it affords two grain elevators. The one illustrated herewith is owned and operated by S. C. Wilkins, his son, J. C. Wilkins, having direct charge of the work. The elevator is the combination of two elevators, a large cupola having been built up in the middle to afford a sufficient fall to load cars without shoveling.

The house has a heavy stone foundation and in the basement is the engine room, which is enclosed by heavy walls and has a cement floor. In this room is a 15 h.p. International Gasoline Engine with a magnetic spark attachment and batteries for supplying the spark at the start.

In the driveway is found a unique arrangement of the scale, the Fairbanks wagon scale having been hung from heavy beams over the driveway, the platform being supported from above by 1¼ inch rods. This permits the use of a very wide platform, so little difficulty is experienced in getting the wagon in position to be weighed.

This arrangement has been in use for about eight months and has proved so very satisfactory that the scales of the Wells-Hord Grain Co. at its elevator in the same town are being arranged in the same manner. Although the wagon scale in Mr. Wilkins' elevator has been in use for 37 years, since the knives were sharpened and hardened and placed overhead it has been giving entire satisfaction. Mr. Wilkins says that with the scales overhead he is not bothered with moisture or rust. They swing loose and keep clean.

The receiving sink underneath the driveway has a capacity for 400 bushels of grain and inasmuch as most of the grain received for shipment is oats, it is frequently filled before the one large elevator leg is set at work elevating the grain to the bin.

All the water drained from the roof is spouted to a cistern underneath the driveway and used for cooling the gasoline engine cylinder. It is claimed that the soft

water causes no corrosion and results in no accumulation of lime.

Outside the driveway is a dust house to which screenings are blown. In the cupola is a hundred bushel Fairbanks Hopper Scale.

Government regulations for the manufacture of free alcohol will not be ready before Oct. 1.

Spelt has been given a legal weight per bu. in only two states of the Union, North Dakota 40 lbs. and South Dakota 45 lbs.

The legal weight of a bushel of oats is 32 pounds in every state of the Union except 36 lbs. in Idaho, 26 lbs. in Maryland, and 30 lbs. in New Jersey and Virginia.

Flaxseed is an important crop in the southwest, much of the area devoted to the seed being tributary to the Kansas City market, where much of the seed is converted into linseed oil at the mill of Marsh Bros.

The lower house of the Georgia legislature on July 24 passed what is known as the Boykin anti-bucket shop bill by a vote of 132 to 15, after a long debate. The bill prohibits all dealings in futures on margin and will close all bucket shops in the state.

The Sewer Pipe Trade Ass'n on July 19 practically pleaded guilty to a secret contract to limit the production and control the territory and prices of sewer pipe, before the federal grand jury at Jamestown, N. Y. By agreeing to dissolve trust members escaped indictment.

The inactivity of the crop experts this season is easily explained by the following computation which they have thrust upon a suffering world: If the wheat crop of the United States, amounting to 552,399,517 bushels, were to be piled in the Mimbres river valley, in Grant county, N. M., it would take 1,277,728,487,168 carrier pigeons flying 2,058 yards a minute and working twelve hours and eight minutes a day, 201 days and 11 hours carrying a grain of wheat at a time, to pile it at a point three and one-quarters miles southwest of Pecos, Tex.

Construction Pointers.

BY A. L. D.

BOILER SETTINGS: Confined heat is a dangerous factor, and has cost insurance companies many dollars. For that reason owners of elevators should see to it that there are no partitions or concealed spaces around their boilers that will confine heat, and prevent it from radiating. A common practice is to build a frame wall against a boiler setting, and then pile cobs on the other side of it. It is also the practice of some to pile cobs against the boiler setting. The brickwork gets hot, and if the heat cannot get away, it stays hot. When the furnace is used again the brickwork gets still hotter, and it is only a question of time until a fire occurs. A boiler setting should have a clear space of at least three feet all around it, and nothing should be allowed in this space.

BRICK POWER HOUSE PREFERABLE AND CHEAPER: If you contemplate building an elevator to be operated by steam power, it is better to build a brick power house, and detach it at least 20 feet. It is safer, and it reduces the cost of your fire insurance to a figure that will more than pay interest on the cost of construction. However, if you must build a frame power house, and attach it to the elevator, it is an easy matter to make it safe. Don't stick the boiler over in a corner up against a frame partition. The brick setting is bound to crack, and when it does you are sure to have a fire. Put the boiler where there will be plenty of room around it and above it. Put it where you can examine the brickwork without any trouble.

DUST HOUSE: It does not take a scientific education to deduce the fact that anything that will heat spontaneously will burn. Elevator dust and corn silks when wet will heat if allowed to accumulate in a dust house. For that reason dust houses should be built away from the elevator, and cleaned out often.

ELEVATOR HEADS: The head of your elevator needs watching. The settling of the building causes the head shaft to grind into the head. When it does this, it takes more power to run it, and causes the shaft to heat. It is best to cut a hole in the head large enough so that there will be no danger of the shaft rubbing.

BRICK SMOKE STACK CHEAPER AND BETTER THAN IRON: The recent examination of an old boiler showed that it was damaged as much by the elements as it was by legitimate uses. This was due to the fact that an iron smoke stack allowed the rain to beat upon it. The question then arises, why use an iron smoke stack? It causes many fires; it helps to ruin the boiler, and is liable to be blown over when most needed. A brick stack is not very expensive. It is far safer, and reduces the cost of fire insurance, as all companies make a charge for iron stacks. Or a brick base can be run up a few feet above the roof of the elevator, and an iron stack put on this. This is the next best thing to a brick stack. It is safe from fire, insurance companies do not make any charge for it, and it will save the boiler.

Timothy hay has made a sharp advance on reports of dry weather.

Growing corn for large cobs suitable for pipes is another of Missouri's growing industries.



S. C. Wilkins' Elevator at Stanwood, Iowa.

Conditions of Union Pacific Allowance to All Elevators.

The private contract which the Union Pacific Railway has had for several years with the Midland Elevator Co. at Kansas City and the Omaha Elevator Co. and the Trans-Mississippi Grain Co. at Council Bluffs, whereby those favored were granted an allowance of $1\frac{1}{4}$ cents on all grain transferred thru their elevators, has recently been extended to grant the same privilege to other companies under certain conditions.

Severe condemnation of the old contract by Pres. Stickney of the Great Western and the probability that the private arrangement was a violation of the new Interstate Commerce Act, no doubt led to the cancellation of the alleged rebate.

While the allowance of $1\frac{1}{4}$ cents appeared fair on its face, as a payment for services rendered, yet, to the extent that the payment exceeded the cost of the work to the elevators, the fee was a rebate.

The Union Pacific circular extending the allowance to all elevators follows: To expedite the movement and to secure the prompt release and return of equipment, an allowance of $1\frac{1}{4}$ cents per hundred pounds will be made by the Union Pacific to the elevators performing the service, on grain, in carload lots, transferred by the elevators at South Omaha, Omaha, Council Bluffs and Kansas City, subject to the following conditions:

1. The grain must originate at points on the Union Pacific (not connecting lines) west of and including Gilmore, Neb., and Muncie, Kan., and be transported by the Union Pacific from such originating points to Omaha, South Omaha, Council Bluffs, Kansas City, Kan., or Kansas City, Mo., respectively.

2. The allowance will apply only on grain which moves to points beyond Council Bluffs, Ia., or Kansas City, Mo.

3. No allowance will be made when more than 48 hours elapse between the time of delivery of the load by the Union Pacific to the elevator, or connecting lines and the release and return of the empty car to the Union Pacific. The 48-hour limit will be computed from the time of delivery of the loaded car by the Union Pacific to elevators located on its own tracks and the release of such cars by those elevators, or from the time of delivery by the Union Pacific to the recognized points of interchange with connecting lines for elevators on lines other than the Union Pacific and the return of the empty car by the connecting lines to recognized points of interchange.

4. Elevator companies, in presenting their claims for the above allowance must substantiate, by duly certified records of connecting lines, the re-shipments of the grain to points beyond as above outlined, same to be subject to verification by the Union Pacific Railroad Co.

I have steadily advised waiting for the first movement of new oats to buy on. There is evidence of its coming in the demoralization shown among holders at this time. Even after the sharp decline that is made already, this grain still looks higher than any on the list. As I have said before, I believe the producer will sell oats rather than sacrifice corn and wheat. The oats are a good sale, while the others are bad sacrifice. Let the oats run to where they will be a fair purchase; they are headed lower.—E. W. Wagner.

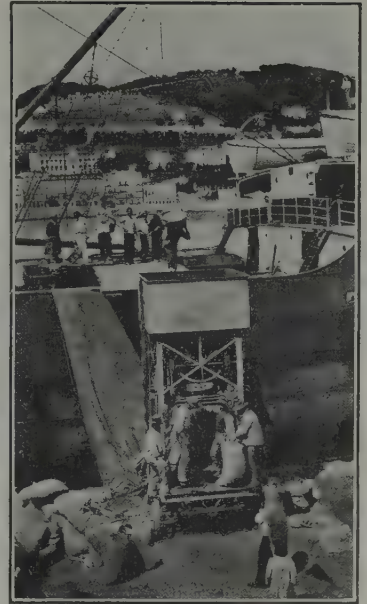
Discharging Wheat Cargo from Steamer in France.

Home grown crops of wheat in France are so nearly equal to the consumption that the importation of the cereal is neither large nor constant enuf to warrant the provision of expensive facilities for handling the foreign grain.

Primitive methods of unloading wheat cargoes are followed at many ports, as shown in the engravings herewith, for which we are indebted to the *Modern Miller*. The scene is at one of the small towns along the coast. The steamer is a "tramp" discharging wheat for a small inland mill. The representative of the *Modern Miller*, Rollin E. Smith, who is touring Europe, describes the method of unloading the cargo thus:

"Several baskets, holding about a bushel each, were drawn from the hold at the same time, by means of a pulley and tackle. The baskets were then carried on the heads of the laborers and dumped over the boat's side into the hopper of an automatic scale on the dock. The wheat was sacked from the scales. Occasionally a uniformed inspector would weigh a sack of the wheat on official scales, as a check on the automatic weigher."

A modern tendency is the incorporation of firms and individual concerns into stock companies so that interests may be readily divided or sold.



Method of Handling Wheat from Steamer in France.



Tramp Steamer Unloading Wheat for Country Mill in France.



Discharging Wheat Cargo from Steamer in France.

Grain Trade News

ARKANSAS.

Fordyce, Ark.—The H. C. Ogletree Milling Co. has been incorporated with \$20,000 capital stock. Incorporators, W. A. Elliott, R. W. Mays, H. C. Ogletree, F. H. Kettinger, J. R. Rhodes and Lulu V. Cox.

CALIFORNIA.

Perris, Cal.—The Colton Grain & Milling Co. has installed a gasoline engine and grain eltr. in its warehouse.

Allesandro, Valverde P. O., Cal.—The Kerr Farming Co. is building a 50x150-ft. concrete warehouse for the storage of grain. It will have capacity for 60,000 sacks of grain.

CANADA.

Vancouver, B. C.—The eltr. to be built by the Vancouver Flour Mills Co., recently organized, will have capacity for 200,000 bus. and will cost about \$50,000.

Toronto, Ont.—Four bucket-shop operators on July 13 agreed to quit business and prosecution was withdrawn. Seven others pleaded not guilty, and will be tried.

Winnipeg, Man.—G. C. Armstrong, who has been chief traveling grain buyer for the Ogilvie Flour Mills Co., has been appointed chief buyer here for the company.

Kingston, Ont.—R. A. McLelland, and others, have purchased the eltr. and milling plant of the Frontenac Cereal Co. and contemplate organizing a company to operate the plant.

Winnipeg, Man.—The Canada Paint Co. has let the contract for the erection of its eltr. at Point Douglas to Northern Constructors, Ltd., and the house is to be completed late in September.

Winnipeg, Man.—The annual meeting of the Northwest Grain Dealers Ass'n. is to be held Aug. 17 at this city; and next day the dealers will start on the excursion thru the wheatfields of Manitoba and the Territories.

Ft. William, Ont.—John Duff, an employe of the Macdonald Engineering Co., was seriously injured recently while assisting to tear down the wrecked Ogilvie Eltr. A 350-pound weight fell striking him on the head, fracturing his skull.

Toronto, Ont.—The grain section of the Board of Trade has resolved that the government be requested to appoint a representative of Ontario on the commission to be appointed to investigate the handling and inspection of Manitoba wheat.

Winnipeg, Man.—The total inspected receipts of wheat at this city during the 10 months prior to July 1 were 62,000,000 bus., compared with 37,500,000 bus. for the corresponding period of 1904-5. No. 1 northern formed the largest part of the receipts, being 31,568 cars, compared with 3,504 last season. No. 3 northern was the grade of only 2,341 cars, against 8,841 cars of that grade in the corresponding period of 1904-5. Other grains made the following totals: oats, 4,365 cars; barley, 1,161 cars; flaxseed, 489 cars, and rye 8 cars; against oats, 1,613 cars; barley, 339

cars; flaxseed, 283 cars, and no rye, for the corresponding period of 1904-5.

WINNIPEG LETTER.

Bresaylor, Sask.—Harriott & Co. are building an eltr.

Dundurn, Sask.—The Smith Grain Co. is building an eltr.

Melfort, Sask.—The Western Eltr. Co. is building a 30,000-bu. eltr.

Mortlach, Sask.—A. Burgeson, of Aneta, N. D., will build an eltr.

Aberdeen, Sask.—The Northern Eltr. Co. has completed another eltr.

Togo, Sask.—The Western Canada Milling Co. will build a 50,000-bu. eltr.

Howard, Sask.—The Western Canada Milling Co., of Winnipeg, is building an eltr.

Indian Head, Sask.—J. H. Gillies has been appointed inspector at the eltr. of the Ogilvie Flour Mills Co.

Goderich, Ont.—The C. P. Ry. Co. is reclaiming a large amount of land here on the shore of Lake Huron and will build a 500,000-bu. eltr. south of the breakwater. The company will establish a line of wheat steamers between Ft. William and Goderich to assist in preventing any blockade at the lower ports, as occurred last year.

Among the changes made in the Manitoba Grain act are the following: In future the weighmaster will give a certificate of the weight of each car weighed by him, and that certificate would be prima facie evidence. The word "plump" is dropped from No. 1 Manitoba hard. The extra No. 1 hard grade was also left out, as no grain of that grade had been offered for many years. As Alberta had started to produce a hard winter wheat, and the old act only provided a grade for Ontario winter wheat which was soft, the new bill defined grades for new Alberta winter wheat. No. 1 Alberta red winter wheat is to be sound, and clean, and weigh not less than 62 pounds to the bu. No. 2 is to weigh not less than 60 pounds, and No. 3 not clean or sound enough to grade No. 2 and weighing not less than 57 pounds a bu.—C.

CHICAGO.

Sheet metal workers employed on the new Santa Fe Eltr. have gone on strike.

Col. Edw. Richards, a former member of the Board of Trade, died July 11, aged 66 years.

The new brokerage firm of Phelps, Delaney & Co. commenced business July 18 and is doing a general commission business.

The first cargo of No. 1 hard winter wheat loaded at Chicago in many years was shipped out July 20 by the J. Rosenbaum Grain Co.

The proposition to increase the number of petitioners required to amend the rules of the Board of Trade was defeated July 18 by a vote of 572 to 108.

The directors of the Board of Trade on July 24 approved the applications for membership of Albert K. Taylor, Chas. E. Crittenden, Marshall Hall and Geo. E. Learned.

The rumor, widely circulated, that the Santa Fe would grant 10 days free storage and free elevation on grain arriving at Chicago, is denied by officials of the company.

Jas. Caruthers, who has been in the grain business since 1883, ordered all his trades closed out July 23. Liabilities, \$2,500. The failure was due to the decline in wheat.

H. D. Wetmore, who has about recovered from the effects of a runaway accident at Barrington, was on the Board July 12 for the first time since the accident over 2 months ago.

Three cars of new oats, the first of the season, were received at Chicago July 20 from central Illinois, and sold at 37 cents, thru billed. One car graded No. 2 and the others standard.

Western roads have given notice that after Aug. 27 they will not accept a lower rate for transporting flour than they get for wheat to Chicago. This will benefit the local millers and indirectly the wheat market.

The committee appointed by the directors of the Board of Trade to oversee the call on corn and oats each day is composed of George R. Nichols, chairman; William N. Eckhardt, G. B. Van Ness, E. L. Merritt, S. T. Graff. Hamilton Dewar was appointed caller and William McCracken recorder.

The National Eltr. has been declared regular by the directors of the Board of Trade, and the house will be operated by the Central Eltr. Co. The City Eltr. also has been declared regular and will be conducted by the J. Rosenbaum Grain Co. The Union and Iowa Eltrs., formerly operated by the Harris-Scotten Co., have been taken over by the Armour Grain Co.

The St. Anthony Commission Co. has been organized at Minneapolis, to represent the Washburn-Crosby Co. in the Chicago market, with headquarters here. Morris L. Hallowell, a prominent trader of the Minneapolis Chamber of Commerce, will have the management of the company and has recently become a member of the Board of Trade. His offices are with the milling company.

Cereals dealt in on the new call are No. 1 flaxseed for July, September and December deliveries, feed and No. 3 barley for October and November deliveries, No. 2 rye for July, September and December, and timothy seed for September and October. The first trade recorded was a sale of 5 cars of feed barley for September delivery by the Armour Grain Co. David H. Harris has been appointed caller.

The new rule of the Board of Trade establishing a call in corn and oats, published in this column, July 10, was adopted July 18 by a vote of 543 to 136. An opinion against the legality of the amendment by H. S. Robbins, atty. of the Board of Trade, was read, but a circular in favor, by 14 commission firms, was more effective, as it stated the amendment would eliminate the advantage of the eltr. proprietors over grain receivers.

The strike of 300 union grain shovelers at South Chicago was a failure. Superintendents and foremen of the eltrs. along the Calumet River on July 9 loaded two boats at the Rialto Eltr. Private detectives and 150 extra policemen were stationed at the houses to keep the peace. The Grain Trimmers Union remained neutral. Non-union shovelers loaded the steamer Oades at the Irondale Eltr. July 11. The strike is said to have been

forced by the walking delegate of the Eltr. Employes Union, contrary to the wishes of a majority. On July 12 the trouble was settled on the basis of last year's wages, 27½¢ an hour, instead of the 35¢ demanded. Shovelers are paid about 25% more at Chicago than at other lake ports.

The Fulton Eltr., one of the landmarks of the Chicago warehouse district, is to be torn down to make room for a freight house of the C. M. & S. P. Ry. The house was built about 50 years ago and its first owners were Munn & Scott, who were succeeded by Munger, Wheeler & Co. For the last few years the eltr. has been used for the overflow from the Armour Eltrs. The St. Paul Eltr. which adjoins the Fulton is also to be torn down.

The Chicago & Eastern Illinois Railroad has given notice that after Aug. 1 it will make immediate refund of the difference between the local rate and the proportion of the thru rate on grain shipped to Chicago, on presentation of its inbound expense bills properly certified by the transit inspection bureau, to its agent at 12th and Clark streets. Hitherto this refund has been made thru the claim department, keeping the money of grain firms tied up for months.

No clock indicators of the market fluctuations will be put up in the exchange hall as contemplated by the directors of the Board of Trade, 400 petitioners having protested. It was objected that in some cases one trader could do the work of three in watching the different pits, executing orders in all, whereas now the work is better divided among the brokers. Also it is that the market in each pit will be more active if the traders interested in the cereal there dealt in are at hand to trade.

Applications for membership in the board of Trade made by Morris L. Halliwell, John W. Probasco, Albert M. Barrell, Edw. H. McPherran, Robert D. Law and Frederick S. Heinrichs have been approved by the directors. Chas. G. Crittenden, Albert K. Taylor, Geo. E. Learnard, Marshall Hall and Henry B. Smith have applied for membership. The memberships of Chas. H. Dodd, buyer for the American Cereal Co., Samuel F. Engs, Frederick A. McDonald and Wm. H. Kemp have been sold.

A milling in transit rate is greatly needed by Chicago to enable the local market to compete with western points enjoying this privilege. E. B. Boyd, manager of the transportation department of the Board of Trade, has begun laboring with the railroads to have the discrimination abolished. Not long ago the roads granted the milling in transit privilege to Joliet. The full local rate to New York is 2½¢ higher than the proportion of the thru rate, and effectively bars Chicago from milling for eastern consumption.

P. H. Schifflin & Co. have been incorporated to succeed H. Hemmelgarn & Co. on Aug. 1. The capital stock of the new firm is \$50,000, and the incorporators are Philip H. Schifflin, who has been with the firm for 30 years and for 13 years an active partner, Henry Hemmelgarn and Eugene Schifflin and Oscar C. White. The old firm of Hemmelgarn has been engaged in the grain trade for over 40 years. Mr. Hemmelgarn recently suffered a bereavement by the death of his wife July 5.

E. Seckel & Co., one of the oldest grain commission firms on the Board of Trade,

ordered all its trades closed July 23. The house was founded in 1863 by E. Seckel, who died about 20 years ago and was succeeded by his son, Albert Seckel, who died nearly 2 years ago. The company was incorporated in 1895, with \$25,000 capital. Since the death of A. Seckel the business has been run by Frank G. Badger, pres. F. M. Ulrich is vice-pres. and Frank S. Tenny, secy. Liabilities estimated at \$10,000, not including money owed the banks.

Employment of solicitors is covered by an amendment to Rule IV of the Board of Trade and approved by the directors for ballot as section 33, as follows: "The board of directors shall promulgate regulations to control the employment by members of solicitors of orders for the purchase and sale of property for future delivery upon the Exchange of this ass'n. No person, firm or corporation enjoying the privileges of this ass'n shall employ any person as such solicitor until such solicitor shall have been approved by the membership committee, nor continue such employment after having been directed by such committee to discontinue it. Any member who, or whose firm or corporation, shall be convicted by the board of directors of a violation of this rule, or of any regulation thereunder, shall be expelled from this ass'n." Under the authority conferred by the foregoing the directors will prescribe the following regulations: Solicitors employed must be bona fide solicitors. Such solicitors may receive from their employers compensation either in the form of a fixed salary in no way contingent upon the amount of business obtained; or, they may receive upon business secured from non-members, or from members who pay one-half of non-members rates of commission a percentage not to exceed 20 per cent of the gross commissions charged by their employer on such business. The solicitor so employed shall not receive any compensation, either directly or indirectly, for business sent by him for his personal account, or upon which he has received a brokerage or a division of commissions; nor, for business executed for the account of any firm of which he is a member, or a corporation of which he is an officer or stockholder. No solicitor shall be employed under the provisions of said section of Rule IV by more than one employer at the same time. The employer shall keep and preserve records showing the compensation paid such solicitor, subject to examination at any time by the membership committee. A statement shall be filed with the secy. of the board in form as given below, and said statement shall be duly recorded in the office of the secy. and be accessible to members of this ass'n.

COLORADO.

Wray, Colo.—The Wray Roller Mills will build a 20x40x60 ft. eltr. between its mill and the railroad switch.

Greeley, Colo.—The Colorado Milling & Eltr. Co., of Denver, is building a 40,000-bu. eltr., which will cost about \$5,000.

Louisville, Colo.—The Colorado Milling & Eltr. Co., of which J. K. Mullen is pres., will build a 25,000-bu. eltr. and feed mill.

IDAHO.

Moscow, Ida.—Maning Bros. and O. W. Beardsley have organized the firm of Beardsley & Maning to do a grain business.

ILLINOIS.

Allenville, Ill.—H. W. Riley, of Tolono, is building an addition to his eltr.

Tucker, Ill.—The Tucker Grain & Coal Co. will build an eltr., which will cost about \$3,500.

Lockport, Ill.—Norton & Co. have succeeded Norton Bros. here and at Romeo, Lockport P. O.

Buckley, Ill.—We have sold out to L. W. Singleton & Co.—M. R. Koplin, for V. R. Koplin & Co.

Lemont, Ill.—The S. W. Norton Co. has succeeded S. W. Norton & Co. and is the only dealer here.

Witt, Ill.—The Witt Eltr. Co. has purchased for \$4,000 the eltr. of Jas. W. Braddenburg, of Hillsboro.

Arthur, Ill.—The new eltr. of Bartlett, Kuhn & Co. was struck by lightning July 12, but it was only slightly damaged.

Peoria, Ill.—This market received its first car of new oats July 19. The car was graded No. 3 white and tested 29 lbs.

Mattoon, Ill.—I have turned the eltr. over to the Mattoon State Bank and am still buying grain with them.—Jas. Kitchin.

Evanston, Ill.—The Kline Bros. Coal & Grain Co., incorporated with capital stock increased from \$10,000 to \$20,000, are feed dealers.

Irene, Ill.—W. H. Banks is raising the cupola of his eltr., so as to spout direct to cars without shoveling and will install a man lift and a larger leg.

Cairo, Ill.—Bartlett, Frazier & Carrington, Chicago, will install new machinery in their I. C. Eltr. here, doubling the handling capacity of the house.

Wing, Ill.—Orin Kellogg of Alexandria, Minn., has exchanged Minnesota farm land for the eltr. and implement business of W. W. Gray.—S. G.

Joliet, Ill.—R. Oliver, who formerly bot grain for the Great Western Cereal Co., is now buying and shipping on his own account. He has a small eltr.

Ferris, Ill.—The Ferris Eltr. Co. incorporated, \$3,500 capital stock, to deal in grain, hay and fuel. Incorporators, Chas. Abbott, Samuel Smith and W. H. Bush.

Matteson, Ill.—The Stege Grain Co. incorporated, \$35,000 capital stock, to deal in grain. Incorporators, Geo. H. Stege, Henry C. H. Stege and Mary A. Stege.

Somonauk, Ill.—Fire on July 8 destroyed the old eltr. bot last year by the Farmers Eltr. Co. of Jas. Patten and never used. The house was built in 1857.

Penfield, Ill.—Geo. Arnold has purchased from J. A. Wood a half interest in the eltr., and the firm name will be Arnold & Wood. Mr. Arnold will manage the eltr.

Seneca, Ill.—The M. J. Hogan Grain Co. has succeeded M. J. Hogan. The officers of the company are M. J. Hogan, pres.; W. H. Bechstein, treas., and M. J. Hogan, Jr., secy.—S. G.

Lodemia, McDowell P. O., Ill.—F. L. Churchill, of Fairbury, is adding a large oat bin to his eltr., to be completed in time for the new crop.—F. C. Hebart, agt. Rogers Grain Co.

East St. Louis, Ill.—J. B. Stevenson, second assistant, has been promoted to chief grain inspector here to succeed F. Einstman, Jr. The latter has been chief inspector for a few months only, as the successor of Mr. Davis, but had made

some improvement in the work, and a largely signed petition was sent by grain dealers and millers of St. Louis to Governor Deneen, asking that the resignation be not accepted.

Morrisonville, Ill.—The Herdman Grain Co., incorporated, \$10,000 capital stock, to deal in farm products and do milling. Incorporators, A. B. Herdman, H. H. Herdman and W. J. Herdman.

Warrensburg, Ill.—Victor Dewein has retired from the firm of Faith & Dewein, doing business here and at Heman, Ill., and the business will be continued by Chas. H. Faith.—Faith & Dewein.

Garrett, Ill.—The eltr. for the C. A. Burks Grain Co. has been completed. J. P. Woolford will manage the business. Ross Woolford is secy. and L. E. Powell will do the buying at the new eltr.

Varna, Ill.—Geo. Pearce & Co. have succeeded the La Rose Grain Co. Mr. Pearce has purchased a half interest in the business and the other half is owned by the La Rose Grain Co.—F. N. Rood, mgr.

Monmouth, Ill.—Fred S. Broberg, a bucket-shop operator receiving quotations from the Cella Commission Co., of St. Louis, has fled with \$10,000 alleged to have been deposited by his victims as margins.

Kankakee, Ill.—J. E. English, operating a bucket-shop with the Hammond Eltr. Co.'s quotations, is alleged to have decamped on the night of July 12, and W. E. Haas, a victim, has secured a warrant for his arrest.

Latham, Ill.—H. F. Maus and J. M. Hautz are making arrangements for the erection of a 15,000-bu. eltr. which will cost about \$700 and is to be completed about Sept. 1. A gasoline engine will furnish the power.

Sterling, Ill.—Frank Hefebower, cashier of the State Bank of Sterling, has purchased the eltr. of Harrison Bros. and took possession July 16. Frank Hall, who has been connected with the eltr. for many years, will manage the business for Mr. Hefebower.

Elwin, Ill.—G. S. Connard & Co. have nearly completed their 30,000-bu. eltr. The building is 36x36 and has a cupola 18x27x24 ft. A Beall Rotating Cleaner and a Western Sheller have been installed, also a Morris Grain Drier with a capacity of 100 bu. an hour.

Lincoln, Ill.—The floors of the old Randolph Eltr. collapsed July 12 but no one was injured. The eltr. has been abandoned for several years and was weakened when moved several months ago to make room for the double track. This house was built by Chas. H. Gear in the sixties.

Dwight, Ill.—I have bot Mr. Gibbons' interest in the firm of Gibbons & Kern, with eltrs. on the C. & A. and I. I. & I. R. R., and this makes me the oldest grain dealer in our village. I will continue on with the business just the same and will continue reading the Grain Dealers Journal.—Geo. L. Kern.

Savanna, Ill.—The Neola Eltr. Co. has purchased 9 eltrs. in Illinois and 14 in Iowa of the Atlas Grain Co., which has discontinued business. In addition to the transfer house at this place the Neola Eltr. Co. has acquired the eltrs. at Hinckley, Grand Ridge, West Brooklyn, Amboy, Wedron, Malden, Mendota and Harmon.

Springfield, Ill.—A grain dealer shud be appointed a member of the Illinois

Railroad and Warehouse Commission to succeed A. L. French, who has resigned. Country grain shippers load the cars and pay the freight on a large percentage of the traffic of Illinois railroads, and the interests of the public will be best subserved by the appointment as one of the three members of the warehouse commission of an experienced grain shipper.

Roanoke, Ill.—I have purchased the eltrs. of C. M. Swank at Cameron, Ormond and Surrey, having a combined capacity of about 45,000 bus. and crib room for about as much more. W. P. Moore is now mgr. at Cameron. The station at Ponemah will be operated in connection with the above 3 stations and at present headquarters will be at Cameron but as soon as I can make arrangements will locate at Galesburg and make that the headquarters.—N. R. Moore.

Pekin, Ill.—H. W. Hippen, J. C. Aydelott and E. W. Wilson have succeeded E. F. Unland, D. C. Smith and Habbe Velde as directors of the Smith-Hippen Co. The retirement of the old directors is a direct result of the recent failure of the Teis Smith bank in April, when Mr. Unland was arrested charged with embezzlement. The loss of their savings is said to have made the farmers distrustful of any business with which officials of the bank were connected and the grain business suffered in consequence.

Danforth, Ill.—E. R. Eilts has disappeared, and Geo. Booth, of Onarga, Ill., has been appointed receiver of his business. On July 2 Mr. Eilts traded his bicycle for another, borrowed a coat and rode out of town. Mr. Eilts paid high prices for grain and transacted a large business. His indebtedness is \$30,000 and assets are \$12,000. His aged father, Herman Eilts, is assuming the debts. Mr. Eilts is believed to have become deranged thru worry, and to be wandering about aimlessly. He stopped at a farmhouse near the town of Spires and asked for work.

Seatonville, Ill.—Newton Gallagher, until recently agt. for the Northwestern Grain & Live Stock Co., is charged with having embezzled \$1,500, the value of 5,000 bus. oats. He is said to have speculated. Gallagher alleges that the railroad company took away from the eltr. several cars of grain partly loaded, without his knowledge, and that he has been unable to get any trace of them. The company is composed of 58 farmers, and Gallagher's bonds, furnished when he was employed, were not renewed, and the company will have to bear the loss. Pending trial Gallagher has been released on bail.

Weston, Ill.—On petition of Freeman Bros. & Co., of Chicago, the U. S. Court has appointed Geo. J. George of Springfield, Ill., receiver of the Weston Grain Co., in place of G. B. Gordon, who had been made receiver on petition of one of the stockholders, as stated in this column July 10. The stockholders have been considering a plan to assess members \$5,000 to continue the business. Detectives state that Manager Henry Schoenfeldt, who ran away, can be found when wanted. The fidelity company which was on Schoenfeldt's bond for \$5,000 states that the bond only guaranteed against larceny for personal benefit, and if the alleged embezzler dealt on the board of trade the bonding company is not responsible. This will greatly increase the loss of the company, which is a co-operative concern composed entirely of farmers.

INDIANA.

Vevay, Ind.—Scott Culbertson is building an eltr.

Shelbyville, Ind.—W. A. Nading is said to have failed.

Pierceville, Ind.—John Crum has completed an eltr. here.

Connersville, Ind.—Mr. Cain is doing a scoop-shovel business.

Delaware, Ind.—John Crum has installed new machinery in his eltr.

South Whitley, Ind.—O. Gandy & Co. are having an eltr. built by N. A. Grabill.

Laurel, Ind.—L. P. Rockafellow is undertaking to do a scoop-shovel business.

Seymour, Ind.—G. H. Anderson & Co. have enlarged their plant and installed new machinery.

Indianapolis, Ind.—Ninety-five per cent of the receipts of wheat at this city are grading No. 2 red.

Wolcott, Ind.—I sold my eltr. July 23 to Wilkinson & Co., formerly of Brookston, Ind.—A. M. Ludeman.

Albany, Ind.—P. Engle has bot the eltr. at this place of McNees & Brooks of Winchester.—John A. Rice.

Plymouth, Ind.—F. P. McFadden has purchased the eltr. which he leased last spring from L. Linkenhelt.

New Haven, Ind.—The Commercial Club is taking steps toward the rebuilding of the eltr. which burned over a year ago.

Dublin, Ind.—B. T. Woodward is undertaking to do a scoop-shovel business and is understood to be shipping Louisville.

Cyclone, Ind.—R. M. Sims of Frankfort has bot, thru John A. Rice, the eltr., at this place on the Monon R. R., of J. T. Sims.

Connersville, Ind.—E. E. Lewis has let the contract to Mel Stant for the erection of a \$1,500 eltr. A feed mill will be installed.

Curtisville, Ind.—The eltr. of Geo. Wood, of Windfall, was struck by lightning July 22 and burned. Loss estimated at \$6,500; insurance, \$4,500.

Churubusco, Ind.—O. Gandy & Co., of South Whitley, have installed an improved Hall Distributor in their eltr., recently purchased from the railroad.

Osgood, Ind.—John Crum has sold his interest in the Osgood Grain Co. to his partner W. A. Vanliger, but the firm name will not be changed.—W. A. Vanliger, of Osgood Grain Co.

Logansport, Ind.—Geo. W. Bishop, jr., and Claude G. Bishop, of Walton, have exchanged valuable farm lands in Miami county for the eltr. plant of the Johnson Eltr. Co. Possession was given July 15.

Francesville, Ind.—John Huggens, mgr. for the Crabbs-Reynolds-Taylor Co., fell into a 30-ft. bin July 7, while working around the dumps. He was severely hurt and lay in the pit for some time until discovered, when he had to be drawn up by ropes.

Markle, Ind.—Wirt Bros., calling themselves the Square Dealing Eltr. Co., are buying wheat and contracting oats at Kinsland and Maglev on the Chicago & Erie. They have no facilities whatever at these stations, not even scales and are scoop-shovelers pure and simple.

New Waverly, Ind.—D. E. Rich of Rich Bros. was horsewhipped by a young lady to whose sweetheart he had loaned a buggy to take her riding. Next morning Mrs. Rich, in cleaning the buggy left an

old lace-trimmed sleeve in the vehicle, which Mr. Rich found and exhibited to gossipers at the post office. The story grew by the time it reached the ears of the young lady.

Auburn, Ind.—The Auburn Grain Co. has succeeded the J. W. Chambers Grain Co. in charge of the Vandalia Eltrs. Jos. Stafford will have charge for awhile for the new company. C. S. Maxwell, who has been manager for the Chambers Grain Co., expects to locate in Nebraska.

Newcastle, Ind.—Oscar Miller, of Anderson, has secured the interest of Martin, Martin Co. and Jas. R. Ulrey in the Henshaw Eltr. and the following officers have been elected: E. J. Pickering, Middleton, pres.; E. K. Sowash, Middleton, secy. and treas.; Oscar Miller, vice-pres. and mgr.

Sandusky, Ind.—Reuben Duncan, aged 12 years, was smothered to death July 13 in a bin of the grain eltr. while a car was being loaded. Several lads had persisted in jumping into the wheat in the chute. Repeated warnings had no effect. When the men cleared away an obstruction to the flow of grain the lad's body was found.

Huntington, Ind.—C. E. Bash & Co. incorporated, \$30,000 capital stock, to do a wholesale and retail business in grain, farm products, building materials, coal and general merchandise, to deal in live stock and do a general warehouse business. Incorporators, Chas. E. Bash, Elizabeth K. Bash, Walter B. Whitacre, Marcellus A. Kenner and D. Roscoe Warner. C. E. Bash, the head of the firm, has been in business here for 25 years, doing business during the last 5 years as C. E. Bash & Co. The officers are: C. E. Bash, pres.; D. R. Warner, vice-pres.; Walter B. Whitacre, secy.

Indianapolis, Ind.—The Miami Grain Co., of Xenia, O., has purchased the wholesale grain and track buying business of H. E. Kinney at this city, and will buy grain for seaboard and interior markets and also handle consignments for the local market. The Indianapolis office will be in charge of A. V. Perrill, who has been with the company for a number of years. Geo. H. Fisher, who is well and favorably known to the grain trade of Indiana and Illinois, and who has had over 30 years' experience in the grain business at Indianapolis, will be associated with the Miami Grain Co.

IOWA.

Kingsley, Ia.—T. S. Cathcart & Sons are building an eltr.

Conroy, Ia.—The Hilton Lumber & Grain Co. has recently been organized.

Rinard, Ia.—The Farmers Eltr. Co. is building a 10x20 ft. addition to each side of its eltr.

Atkins, Iowa.—The Jackson Grain Co. is building a 12,000-bu. eltr. on the C. M. & St. P. R. R.

Hills, Ia.—W. H. Droll has let the contract for an eltr. to accommodate his increasing business.

Plymouth, Ia.—The eltr. for the Farmers Eltr. Co. has been nearly completed.—Agt. Hunting Eltr. Co.

Farnhamville, Ia.—The Farmers Eltr. Co. has been organized and has purchased the eltr. of P. C. Carlson.

Ashton, Ia.—The Farmers Eltr. Co., recently incorporated, has purchased the eltr. of the Peavey Eltr. Co.

Livermore, Ia.—A farmers' company

has recently purchased the eltr. of the Great Western Eltr. Co.—L. D.

Rolfie, Ia.—Joseph White, formerly in the grain business here, has entered the employ of C. C. Buck at Laurens.

Davenport, Ia.—At the recent annual meeting of the Davenport Eltr. Co. the old officers and directors were re-elected.

Iowa Falls, Ia.—Jos. Pepperling has leased the old Simpson Eltr. from the Rock Island and will do a general grain business.

Stanwood, Ia.—The Wells-Hord Grain Co. is raising the texas of its eltr., installing a new dump and suspending its wagon scales from beams overhead driveway.

Corwith, Ia.—A strong sentiment among the farmers in this vicinity to get into the grain business, which will no doubt result in something definite.—L. D.

Goodell, Ia.—I am not in the grain business at present. I sold to the Way-Johnson-Lee Co., who have sold to the Ober-Kingsbury Grain Co., of Mason City.—A. D. White.

Cedar Rapids, Ia.—The American Cereal Co. has awarded the contract to the Barnett & Record Co. for the erection of 13 tile storage tanks, having total capacity of 190,000 bus.

Meservey, Ia.—The Meservey Eltr. Co. is installing gasoline power and new machinery equipment thruout its eltr. The work is being done by the Younglove Construction Co.

Larrabee, Ia.—E. L. Ballou is remodeling his eltr., putting in 2 stands of eltrs. and making other improvements. The machinery and supplies are furnished by the American Supply Co.

Pomeroy, Ia.—I. W. Wills has been elected mgr. of the Pomeroy Co-operative Grain Co. For 16 years Mr. Wills has run the livestock house here at present owned by the Western Eltr. Co.

Toeterville, Ia.—I sold my eltr. quickly thru my advertisement in the Grain Dealers Journal to John Mundt & Son and am thinking of going into business at St. Ansgar.—B. F. Muldown, St. Ansgar.

Williams, Ia.—Bert Schaffer was arrested recently and fined \$10 for stealing grain from the eltr. of Vorhes Bros., who have been losing considerable grain and have had a detective detailed to watch their plant.

Renwick, Ia.—The Farmers Exchange Co. has awarded the contract to the Younglove Construction Co. for the erection of its eltr. and the installing of an 8-h. p. Callahan Gasoline Engine and 100-bu. hopper scale, dump, etc.

Rockwell City, Ia.—G. W. Hinman, of Pilot Mound, who was to have had charge of the eltr. for the Rockwell City Farmers Eltr. Co., is unable to take the position on account of his wife's health and the company is without a mgr.

LeMars, Ia.—Ragan & Son have completed the overhauling of their eltr. The interior has been remodeled and new equipment installed, which has nearly doubled the daily handling capacity of the house. A new dump has also been installed.

Thor, Ia.—A farmers' company has just been organized and a committee has been appointed to investigate the advisability of buying one of the local eltrs. or building. One independent and one line house are already doing business and either is willing to sell.—L. D.

Jefferson, Ia.—W. H. Hubbard, who has had charge of the eltr. for the Atlas

Grain Co. here, has been promoted to the position of traveling auditor for the company on the main line of the Milwaukee Ry., to succeed E. J. Feehrey, who has been given a position in the Chicago office.

The Neola Eltr. Co., of Chicago, Ill., has bot the 13 eltrs. of the Atlas Grain Co. at Buck Grove, Charter Oak, Earlring, Collins, Portsmouth, Coon Rapids, Adaza, Grimes, Rands, Jefferson, Manilla, Bagley, Templeton, and the Atlas Grain Co. has discontinued business. Grain from the Iowa stations of the Neola Eltr. Co. will be transferred at Savanna, Ill., where the Neola Co. has bot the large eltr. of the Atlas Co. Hence it is not necessary to rebuild the large transfer eltr. of the Neola Co. at Madrid, Ia., which was burned July 9.

KANSAS.

Hutchinson, Kan.—L. B. Young has resigned his position with the Kansas Grain Co.

Lewis, Kan.—We have purchased the grain business of D. M. Brower & Co.—Smith Bros.

Humboldt, Kan.—The Morrison Grain Co. will build an eltr. Jas. Peery will have charge.

Ferguson, Kan.—The 12,000-bu. eltr. for W. W. Miller & Son, of Anthony, has been completed.

Bluff City, Kan.—The Bluff City Grain & Fuel Co. has secured O. J. Hardin as mgr. of its eltr.

Greensburg, Kan.—The 20,000-bu. eltr. for the Pratt Mill & Eltr. Co. has been completed.—Joe Clark.

Rydal, Kan.—The Home Grain Co. has purchased the eltr. of Harry B. Dickerhoof. J. C. Gurnea is mgr.

Strawn, Kan.—The eltr. being completed for O. L. Kuhlman is operated by a 20-h. p. Witte Gasoline Engine.

Zenith, Kan.—The Farmers Co-operative Shipping Ass'n. has just installed a 15-h. p. Witte Gasoline Engine.

Delia, Kan.—The Sarbach & Walker Eltr. Co. is building bins for wheat and is buying grain from the farmers.

Pleasanton, Kan.—The Blaker Lumber & Grain Co. has been incorporated and has succeeded B. F. Blaker & Co.

Pawnee Rock, Kan.—Perry S. White has been appointed mgr. of the Farmers Grain & Live Stock Co. in place of W. W. Bowman.

Ottawa, Kan.—The Ottawa Grain & Milling Co. contemplates increasing the capacity of its eltr. in the near future to 45,000 bus.

Little River, Kan.—The 14,000-bu. eltr. for the H. Parker Grain Co., of McPherson, has been completed and put in operation. A. L. Marassa is mgr.

Atchison, Kan.—The Antle-Linley Grain Co. will handle its grain thru the Santa Fe Eltr. after Aug. 1, when it will give up its lease on the Baker Eltr.

Glascow, Kan.—Carey Dopp has been placed in charge of the eltr. of the Farmers Co-operative Grain Co., which was recently purchased from L. Noel.

Garden Plain, Kan.—The 10,000-bu. eltr. for the Stevens-Scott Grain Co. has been nearly completed by M. J. Travis and is expected to be ready for business the last of July.

Topeka, Kan.—The report of J. W. Radford, chief inspector, for June gives the number of cars inspected by the state

grain inspection dept. as 1,589, compared with 2,600 cars for May.

Hillsboro, Kan.—August and Richard Ebel have purchased the interest of B. S. Ebel in the firm of B. S. Ebel & Bros. Mr. Ebel has also sold his other interests and will return to Germany.

Seward, Kan.—The eltr. of J. P. Pattinson, which is under lease to Sturgeon & Co., is being thoroughly overhauled and new machinery installed. A 15-h. p. Witte Gasoline Engine will furnish the power.

Wichita, Kan.—The Seabright Broom Corn Co. has purchased a building here and will remove its headquarters to Wichita from Hutchinson. Harry Seabright and P. H. Baum of the company are making the arrangements.

Wichita, Kan.—The sale of the business of the Wichita Seed & Grain Co. to Puckett & Carter, as reported in this column July 10, included only the retail store, the company continuing the wholesale business.

Norwich, Kan.—H. V. Kackley, recently of Burrton, has purchased the eltr. of the H. L. Strong Grain Co., of Kansas City. Mr. Kackley has taken possession and is said to contemplate making improvements in the house.

Every shipper is advised by Secy. E. J. Smiley to use cards showing test weight of grain and amount in car, to be tacked on both inside doors. Sample cards are sent on request, or the Ass'n will furnish them at \$1.25 for 500.

Harper, Kan.—J. R. Williamson & Co. is building a 10,000-bu. eltr. on the Orient Ry. and will engage in grain business. A 22-h. p. gasoline engine will furnish the power and cleaning machinery will be installed. The house is to be completed by Aug. 1.

Turon, Kan.—The Turon Eltr. & Mercantile Co., recently incorporated, has purchased a site and will build a 10,000-bu. eltr. as soon as possible. The company has purchased the old Potter grain bins and will use them until the new eltr. is completed. The officers of the company are: Geo. M. Hoskinson, pres.; M. L. Thompson, secy.; Geo. Shanline, treas. Bert Dickhut, formerly agt. for the Home Grain Co., has been employed as mgr.

Independence, Kan.—The grain eltr. and mill of the Independence Milling Co. burned July 14, with 30,000 bus. of wheat and 800 sacks of flour. Altho the fire department arrived 15 minutes after the fire was discovered it was of little assistance as the water plug at the plant was found to be larger than the hose and the nearest plug to which attachment could be made was 7 blocks away. When attachment was finally made the fire had spread to all the buildings of the plant. The safe, books and furniture in the office were saved. Loss about \$55,000; insurance, \$37,000.

Topeka, Kan.—Box cars will be in demand for the next 90 days and the Kansas roads will put into commission all of their old worn out decrepit cars and expect you to load them regardless of condition. If forced to load bad order cars do so under protest, and if loss occurs in transit immediately file claim against the company for loss sustained, and if claim is refused notify this office and we will assist you in making the collection.—E. J. Smiley, Secy., Kansas Grain Dealers Ass'n.

Topeka, Kan.—On account of the penalty for rye mixture in wheat that will be imposed by the grain commission next

year grain dealers in Kansas are requested to have the following notice printed in their local newspapers: Warning.—Wheat containing rye will be eliminated from No. 2 wheat next season. In selecting your seed wheat be very careful to select seed free from rye, as the Grain Commission appointed by the Governor to fix grades on Kansas grain intimated at their last meeting, July 6th, that all wheat containing rye should not grade better than No. 3 regardless of test weight and quality.

HEARING ON KANSAS CITY WEIGHTS.

Kansas City, Kan.—Serious charges against the eltr. proprietors were made by the Kansas state grain inspectors at the hearing before Commissioner Laport, June 23, additional to the testimony given in this column June 25.

J. P. Chess, deputy, said he inspected 5 cars at the Maple Leaf Eltr. that were not quite full, as good No. 2, and next day found that the same cars had been filled, three of them with No. 3 and two with No. 4 wheat. John R. Mentzer, supervisor for the state dept., testified that the 5 cars were billed out by W. T. Redmon of the W. T. Redmon Grain Co., and sent to Laredo, Tex., for the Pendleton Grain Co., of St. Louis. A further investigation was made by J. W. Radford, chief inspector, who testified that he has ordered the inspection certificates returned, and communicated with the Pendleton Grain Co., which forced Redmon to pay \$1,000 for the change in the grades.

Another nasty deal uncovered was testified to by W. W. Culbertson, head weighmaster of the Kansas Dept., who said 5 cars loaded out of the Maple Leaf Eltr. June 15 were inspected with 40,000 lbs. wheat in each, after which the cars were drawn back and unloaded, four of them being reloaded with 60,000 lbs. of wheat each. To the fifth car 20,000 lbs. was added. The cars were not inspected a second time.

The court on June 26 granted the inspection dept. 30 days more time to take testimony in its defense, exacting from the weighing bureau a bond of \$5,000 to indemnify the eltr. proprietors for collections made during the pendency of the suit. The eltr. companies were denied the temporary restraining order asked. If the eltr. men win the suit the fees will be refunded.

It is said that the directors of the Kansas City Board of Trade contemplates expelling members found guilty of these frauds.

KENTUCKY.

Uniontown, Ky.—The Farmers Eltr. Co. has been incorporated with \$10,000 capital stock.

Lexington, Ky.—W. H. Henderson has applied to the court for an order restraining the Chesapeake & Ohio Railroad from taking up the switch that runs into his grain eltr.

Louisville, Ky.—Local millers and grain dealers are said to have agreed to pay 71 cents for wheat, but a dealer, who paid 72 cents, angered the millers, who stated that they would pay 75 cents if necessary to get their share of the wheat.

Owensboro, Ky.—The Rapier Grain & Seed Co. is making improvements in its warehouse and installing a wagon dump. A switch is being built from the I. C. Ry. and a tramway is being constructed to the river to facilitate the loading and unloading of barges.

LOUISIANA.

New Orleans, La.—J. A. Domergue & Co. have purchased the grain and feed business of the Babington-Thomas Co., Ltd.

New Orleans, La.—The O'Reilly Eltr. Co., Ltd., has been incorporated, with \$25,000 capital stock, to operate eltrs. The officers are: Peter J. O'Reilly, pres.; Rufus E. Foster, secy.; Jas. Lamb, treas.

Shreveport, La.—The grain and produce warehouse of Hamiter & Busbey burned July 6, with contents. Loss, \$8,000 on building and \$20,000 on contents; insurance, \$6,000 on building and \$14,000 on contents. The fire is thot to have been of incendiary origin.

NEW ORLEANS LETTER.

A conference between engineers of the Frisco and James Stewart, the contractor, was held during the week and plans for the construction of the Chalmette Eltr. of the New Orleans Terminal Co. were discussed. The plans for this 1,500,000-bu eltr. have been practically completed and bids for its construction will be advertised for very shortly.

Amendments to the pure food law in Louisiana make it necessary for all manufactured goods to be tagged, setting forth the contents of packages and requiring weights to be marked on the outside of packages. This law becomes operative Sept. 1, and millers should procure copies from Charles H. O'Rourke, Baton Rouge, La. The law is not generally understood here, as copies are not yet available, but it is believed that it will result in great changes in the business.

The publication of an Associated Press dispatch that German grain men are dissatisfied with American inspection called forth a prompt rejoinder from Pres. E. F. Kohnke, of the New Orleans Board of Trade, who wants the ports whose certificates are questioned to be specified. Letters received by Chief Grain Inspector W. L. Richeson, of the Board of Trade, show that this port's inspection is held in favor abroad, and this is corroborated by the statement of Fred. Muller, former secy. of the Board of Trade, who has just returned from Europe.

The grain business is assuming a summer aspect and there is very little doing. Everybody is trying to get rid of old stock and ready to handle new oats as they come in. There has been some little wheat received, indicating that there will soon be an export movement. There has been little grain moving to Central America during the past week, but some shipments have been made to Havana. Stocks July 21 were: Wheat, 36,000 bus., of which 21,000 bus. are at Westwego and 15,000 bus. at Chalmette. The stocks of barley are 10,000 bus. at Chalmette. The latest exports were on July 14, when 46,816 bus. of corn and 36,650 bus. of oats were shipped.

Much comment has been caused recently by the statement that the Santa Fe System is acquiring terminal facilities in New Orleans and is taking steps to control export facilities on the river front. The Santa Fe is building a line toward New Orleans and a press report made the statement during the week that arrangements for reaching New Orleans within the next twelve months had been made. Publication is also made of the report that the Frisco Railroad has surveyed a line between Joppa, Ill., and Jackson, Tenn., a distance of about 150 miles, with a view of controlling a short line between Chicago and New Orleans. The road is reported to have about closed

a deal for the Mobile, Jackson & Kansas City, and it has trackage rights which will enable it to enter this city over the New Orleans & Northeastern. The adoption of the route indicated will give the Frisco the shortest existing line between Chicago and New Orleans.—A. R. H.

MARYLAND.

Baltimore, Md.—Geo. H. Daggett and Willard Thomson have been admitted to membership in the Chamber of Commerce.

Baltimore, Md.—Geo. S. Jackson, of Gill & Fisher, grain exporters, has been chosen chairman of the corn committee of the Chamber of Commerce for the ensuing year.

Bel Air, Md.—The Farmers Grain & Supply Co. incorporated, \$45,000 capital stock. Directors, Wilson Macomber, Thos. J. Brooks, Chas. L. Vail, J. T. Deckman, and others.

MICHIGAN.

Grand Ledge, Mich.—W. L. Ireland, of Chesaning, has purchased the eltr. and grain business of John H. Walsh.

Sterling, Mich.—The Sterling Eltr. Co. has been incorporated, with \$5,000 capital stock, to deal in grain and produce.

Sandusky, Mich.—The Sandusky Grain Co. is improving the plants recently purchased from Greeley & Co. and Bickle & Co.

Lenox, Mich.—The hay sheds of the Richmond Eltr. Co. burned recently, with 100 tons of hay. Loss about \$1,500; partially insured.

Salem, Mich.—John D. McLaren recently had a leg broken by a crow bar which fell into a flywheel at his eltr. It is feared the limb may have to be amputated.

Carsonville, Mich.—The Bad Axe Grain Co., of Bad Axe, has purchased the eltrs. of Hugh Baird and C. J. Walker and is remodeling them and putting them in first class condition, which will mean an expenditure of about \$4,000. There are large quantities of beans and oats handled at this station. The company will also handle hay and coal.—Fred W. Kuede, mgr. Bad Axe Grain Co.

MINNEAPOLIS.

The Hanson-Lund Grain Co. incorporated, \$50,000 capital stock. Incorporators, Thos. Hanson, Adolph H. Hanson and J. G. Lund.

The Baldwin Eltr. Co. incorporated, \$100,000 capital stock. Incorporators, Dwight M. Baldwin, Jr., David M. Fuller and Chas. J. Gross.

The Huhn Eltr. Co. has let the contract to W. S. Cleveland for the erection of an addition to its eltr., consisting of brick and steel grain tanks, 34x34 ft. and 80 ft. high. The addition to the plant will cost \$6,700.

The Minneapolis Barley Ass'n. adopted its constitution at the meeting held July 10. Nothing much will be done by the ass'n. this summer but the members expect to accomplish much next winter toward advertising Minneapolis as a barley market.

The Stinson-Gage Co. incorporated, \$50,000 capital stock, to do a grain receiving and shipping business. Incorporators, J. E. Gage and A. C. Andrews, of Andrews & Gage, and W. C. Stinson. The firm will have offices at Room 20, Chamber of Commerce building.

The Chamber of Commerce has voted to buy the adjoining 40 ft. on Fourth street, the result of the ballot being 191 for the proposition and 50 against. This purchase gives the Chamber 65 ft. of unimproved frontage on Fourth street. No plans have been made for building in the near future.

The St. Anthony Commission Co. incorporated, \$25,000 capital stock. Incorporators, John Washburn, pres.; J. S. Bell, vice-pres.; J. C. Martin, treas.; W. H. Dunwoody and M. L. Holland. Morris L. Hallowell, who will manage the business in Chicago, where the company will have its headquarters, is secy.

The recently organized Barley Ass'n. has adopted the report of a committee composed of Geo. Gibson, A. W. Goetz, Jr., and Robert Henderson, that all barley be handled on the basis of 48 instead of 50 lbs. per bu. Secy. Dalton says: "The reducing of the basis on which this product is bought will have a strong tendency toward bringing more barley to this market. Where conditions are about equal, with no differentiation in freight rates, this product will now be consigned to this city, whereas a very large per cent of the barley of the Northwest has been poured into the Chicago and Milwaukee markets."

MINNEAPOLIS LETTER.

C. E. Griffiths, of Piper & Co., will be engaged with the Brooks Eltr. Co. this season in the barley business.

W. Tooley, of New Hampton, Ia., has been tendered a position by several eltr. companies in this city and he is likely to remove to this city.

Paul Morris, who has had charge of the Minneapolis end of the Globe Eltr. Co.'s barley business, will take charge in Duluth, succeeding Mr. Charles.

The Calumet Eltr. is now in possession of former creditors of the Calumet & Western Grain Co. and is for sale. The plant has been idle for several months.

The Minneapolis barley market has grown to such proportions that the American Malting Co. has found it necessary to open an office here and have a personal representative on the floor to buy the company's barley and make its own selections. Mr. Charles, who has been in charge of the barley business in Duluth for the Globe Eltr. Co., has been engaged by the malting company to take charge of its Minneapolis office. There are a great many eastern malting interests that have buyers on the floor here, but there are so far only two who have offices here and they are the Wm. Rahr Sons Co., of Manitowoc, Wis., and the American Malting Co.—Minn.

MINNESOTA.

Marietta, Minn.—The farmers Eltr. Co. will build a large eltr.

LeSueur Center, Minn.—Jas. Quirk has purchased the eltr. of the Bennett Grain Co.

Littlerock, Rushmore P. O., Minn.—E. A. Brown, of Luverne, is building an eltr.

Hallock, Minn.—Andrew Homer, agt. of the National Eltr. Co., recently was married.

Milroy, Minn.—The Springfield Milling Co. is building an addition to its eltr. and will handle flour and feed.

Browerville, Minn.—The farmers are organizing a company to build an eltr. Peter D. Landgren is interested.

Lake Crystal, Minn.—Marston & Lar-

son are removing their eltr. The main building will be moved complete.

Hampton, Minn.—Conrad Doffing, formerly at this place, is out of the grain business and has removed to Colwich, Kan.

Owatonna, Minn.—The debts of the Farmers Eltr. & Mercantile Co., amounting to \$4,595, have been paid by voluntary contributions.

Taopi, Minn.—Will F. Gordon has purchased the eltr. of Gilchrist & Co. He will tear it down and build on a more convenient location.

Balaton, Minn.—The Farmers Co-operative Eltr. Co. has let the contract to the Younglove Construction Co. for the erection of a 20,000-bu. eltr.

Northcote, Minn.—F. J. Prescott has succeeded Jas. Gray as agt. for the St. Anthony & Dakota Eltr. Co. Mr. Gray will build an eltr. in Canada.

Ellsworth, Minn.—Frank O'Haran, of Flandreau, S. D., will have charge of my eltr. plant, which is now under construction.—John P. Coffey, Luverne.

Kensington, Minn.—P. G. Peterson has been chosen secy. of the Farmers Warehouse Ass'n., and it has been decided to lease the eltr. for the crop year.

Hallock, Minn.—Lawrence Peterson has succeeded A. L. Edmunds as agt. for the Imperial Eltr. Co. Mr. Edmunds has been transferred to Edinburg, N. D.

Hawley, Minn.—The Hawley Farmers Eltr. Co. has been incorporated with \$20,000 capital stock. Incorporators, C. Watters, C. F. Knutson and Hans Wamre.

Ortonville, Minn.—The flour mill of the Ortonville Eltr. & Milling Co. burned July 15. Loss, \$25,000; insurance, \$8,000. The fire is supposed to have been started by a hotbox.

Wheaton, Minn.—The Farmers Co-operator Eltr. Co. has purchased for \$3,000 the eltr. of David Burton, instead of building. The company contemplates building another house next year.

Kilkenny, Minn.—John Murphy & Co. are tearing down the old warehouse, which has been operated for 24 years, and will build on the site a 22,000-bu. eltr. David Corman contemplates the erection of an eltr.

St. Charles, Minn.—The St. Charles Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, W. T. Spencer, pres.; Jas. Small, vice-pres.; Oscar Boysen, treas., and others. Ben Campbell is secy.

Hayfield, Minn.—The Farmers Eltr. Co. has let the contract for the erection of a 20,000-bu. eltr. to the John Lund Co. The building is to be a 30x32x40-ft. cribbed house, costing \$3,450, and is to be completed by Aug. 10.

Montgomery, Minn.—The Jas. Quirk Milling Co., of Minneapolis, has let the contract to the Minneapolis Steel & Machinery Co. for the erection of 2 steel tanks, with capacity 260,000 bus., for storage in connection with its milling plant here.

Carlisle, Minn.—The farmers' company, which recently purchased the eltr. of Maurin Bros., of Elizabeth, has been incorporated under the firm name of the Carlisle & Oscar Grain & Mercantile Co. Possession will be given Aug. 1.—Agt. Jenkins Grain Co., Elizabeth.

Mapleton, Minn.—A losing business has been transacted by the Farmers Warehouse Ass'n., according to the report of its secy. at the annual meeting, July 7. The purchases of flaxseed amounted to

967 bus. costing \$874 and selling for \$826. The expense account greatly exceeded the revenue. Some of the more businesslike shareholders voted to sell the warehouse, but the matter was left to the discretion of the managers.

Hallock, Minn.—The Kelso Milling Co. is installing a new boiler and making general improvements, to the amount of \$1,500, and increasing the mill capacity. The boys here are a little on nettles over the expectation of a farmers' eltr. at this point. It looks like a sure go.—X. X.

Nielsville, Minn.—C. C. Melsness, mgr. of the Farmers Eltr. Co., has been acquitted of the charge of embezzlement, and the farmers will suffer the losses incurred by him in speculations on the Duluth Board of Trade. It was shown that the profits as well as the losses from his operations went to the eltr. company.

Heron Lake, Minn.—It is reported that the Farmers Eltr. shows that they have just about made expenses during the past year. They have handled over 100,000 bus. They have voted to reduce the salary of their mgr., W. L. Callison, \$26 per month, and are considering the advisability of requiring the stockholders to subscribe another share each.

Storden, Minn.—O. S. Isham, agt. for the St. John Grain Co. for the past two years, has been engaged by the Westbrook Farmers Eltr. to manage their business for the coming year. It is quite a peculiar incident that three of the St. John Grain Co. buyers, one each season for the past three years at this point, have been engaged by different farmers organizations and at fancy wages.

Doran, Minn.—The Doran Grain Producers Eltr. Co. incorporated, \$10,000 capital stock, to deal in grain and other farm products, to own and operate grain eltrs. and warehouses, to do a general commission business and do a real estate business. Incorporators, Fred Rakow, Campbell; Wm. R. Quine, Doran; Chas. Johnson, Doran, and others. The new company has purchased the eltr. of the Jenkins Eltr. Co.

New Ulm, Minn.—The loss on the burned eltr. of Bingham Bros., which burned June 29, was adjusted 4 days after the fire, Bingham Bros. receiving \$10,000, the full amount of the insurance, and since the loss was complete they also receive the salvage, principally damaged grain, which they are selling as fast as possible. The debris is being rapidly cleared away, preparatory to immediate rebuilding. The contract will be awarded in the near future.

Windom, Minn.—The Farmers Eltr. reports that it has nearly made expenses during the past year, coming out only \$150 behind for the season. Some of the merchants of Windom having paid the \$400 rental for the eltr., giving the farmers free use of it as a bonus. It is reported that they have released their mgr., Milo Billings, and are now considering the advisability of raising the money necessary to buy an eltr. and continue the business with some new mgr.

Hallock, Minn.—A well merited surprise was accorded N. A. Robinson, agt. for the St. Anthony & Dakota Eltr. Co. at this station, for his careful and steady attention to business, in his appointment to succeed Mr. Jinkins as superintendent of a line of eltrs. Mr. Jinkins has received the appointment of assistant general superintendent under H. C. Cook, general superintendent for the St. Anthony & Dakota Eltr. Co. J. C. Powers, for many years agt. for the St. Anthony & Dakota

Eltr. Co. at St. Vincent, has succeeded Mr. Robinson.

St. Paul, Minn.—Atty. Gen. E. T. Young has advised A. M. Sayre, who made complaint of excessive dockage, that the Railroad & Warehouse Commissioners have no jurisdiction, and his complaint shud have been made to the prosecuting atty. of Rock county under the code on weights and measures. The commission says it is the duty of the board of grain appeals to make rules for grading and docking coarse grains as wheat is docked. Mr. Sayre delivered 1,165 bus. of corn to the Farmers Eltr. Co., of Beaver Creek, and was paid for 1,145, he alleges.

Duluth, Minn.—Testimony in the quo warranto suit by the state against the Duluth Board of Trade to deprive the Exchange of its charter under the anti-trust law on the allegation that the board is a combination in restraint of trade was heard July 16 to 20 in the district court. The proceedings against the board were instigated by the Minnesota Farmers Exchange, which alleged that it could not gain a membership and that its grain was shut out. These allegations were disproved by witnesses for the Board, but Atty. Gen. E. T. Young, for the state, objected to the evidence. The case has been adjourned until Aug. 17, when briefs will be filed and argument made. Mr. Young says he will press to a final determination the question whether an exchange can discriminate against outsiders in charging commissions. He says that the main object of the case, securing an open market for grain in Duluth, has been attained already. He does not seek to put the Board of Trade out of business, and recognizes that as an institution it is indispensable. He does hold that it is discrimination to fix a uniform charge of 1 cent a bushel on grain sold for outsiders by members, while there is no rule for charges between members. This rule, the state claims, is in violation of the anti-trust law, and the court is asked to order the rule abandoned, so as to make an absolutely open market.

MISSOURI.

Bland, Mo.—Neese Bros. have leased the eltr. of the Bland Eltr. Co.

St. Louis, Mo.—H. D. Richeson has succeeded J. S. McGehee as pres. of the Burlington Eltr. Co.

St. Louis, Mo.—John E. Hall received the first car of new oats on July 17. It came from an Illinois shipper.—W. H.

Norborne, Mo.—The Cunningham-Beckemeier Supply Co. recently shipped a trainload of 25 cars of wheat to Chicago.

St. Louis, Mo.—The Rogers Eltr. will be operated this season by Langenburg Bros. & Co., and J. H. Cockrell will be the mgr.—W. H.

St. Louis, Mo.—Edwin W. Shields, of the Simonds-Shields Grain Co. of Kansas City, has purchased a membership in the Merchants Exchange.

St. Louis, Mo.—Henry C. Hallman, a well known member of the Merchants Exchange, died recently after a long illness. Mr. Hallman had been in the commission business for over 30 years.

Kansas City, Mo.—Hay growers and dealers and members of the Board of Trade appeared before the state railroad commissioners July 18 to protest against the inspection fee of 50 cents per car.

St. Louis, Mo.—Extensive stealing of

grain quotations from the Merchants Exchange for the past three months is said to have been brot to light by the recent arrest of Henry Stanley, a wire tapper.

St. Louis, Mo.—Floyd Campbell, formerly secy. and mgr. of the Nebraska-Lowa Grain Co., of Omaha, has accepted a position with the Cochrane Grain Co. as mgr. and secy., succeeding M. W. Cochrane, who has managed the St. Louis business for 4 years. The Cochrane Grain Co. has recently increased its capital.

Sarcoxie, Mo.—The R. C. Stone Milling Co. has purchased the eltr. of Langenburg Bros. & Co., which has been operated for several years by J. C. Reynolds & Son. The new owners placed J. P. Magar in charge but later leased the house to Mr. Squibbs, of Springfield, who will operate it during the ensuing year.

Tipton, Mo.—A gasoline explosion on the morning of July 16 destroyed the eltr. of Ben C. Finley and 2 cars of wheat. Geo. Kemmerick, engineer, ran out with his clothes aflame. Edgar Barnett, and Norman and Al Finley also were burned. All will recover. Mr. Finley's coat containing \$200 was burned. Loss, \$11,000; no insurance. It is reported that the engine room contained 55 gallons of gasoline used as fuel for the gasoline engine.

St. Louis, Mo.—A fistic encounter occurred recently on the floor of the Merchants Exchange between Herman Meyer, a member of the firm of John D. Meyer Milling Co., of Springfield, and Frank Goodnow, a grain buyer for the Mississippi Valley Eltr. Co. The fight, which was stopped at once by friends of the two, was caused, it is said, by criticism by Meyer of the St. Louis Eltrs. delivering to Springfield millers on May contracts grain which he said was not up to grade. Goodnow retorted that the millers had been grinding "dunghill" wheat for months. Meyer struck Goodnow. They have been reprimanded by the directors of the Exchange and have expressed their regret.

Higginsville, Mo.—A steel storage tank 50 ft. from the burning mill of the Higginsville Milling Co. was bent and buckled badly by the heat. So intense was the heat that the woodwork in the interior of the tank was charred. One report is that the fire was started by a stroke of lightning during the storm of July 8, and another that the watchman's lantern exploded in the stock room. Loss, \$30,000 on buildings, and \$15,000 on stock, including 4,000 bus. of wheat. Insurance, \$26,500. The steel tank eltr. will be repaired to receive wheat in 30 days, and the mill will be rebuilt to begin operation Jan. 1.

Kansas City, Mo.—Grain men here have obtained nothing but promises in response to their petitions to the railroads for a fair rate on wheat for export compared with flour. Some members of the Board of Trade are urging suit against the roads. The transportation committee of the Board recently called a meeting to consider what action shud be taken, and the following resolution was adopted: Whereas, The railroads or some of them, are at the present time charging higher freight rates on wheat than on flour, and having refused the appeal of this Board for an equalization in the rates, be it Resolved, That the transportation department of the Board is hereby instructed to take such legal action as may be necessary to bring about an immediate equalization of wheat and flour rates, and the members of this Board

bind themselves to give their unqualified support to the department in its efforts to accomplish this result.

St. Louis, Mo.—Louis Fusz, pres. of the Regina Flour Mill Co., has addressed a complaint to the directors of the Merchants Exchange, regarding the delivery of unsound wheat out of certain eltrs. at East St. Louis on regular warehouse certificates. Mr. Fusz brot suit, but the city court at East St. Louis decided that the decision of Chief Inspector Davis of the Illinois Dept. was final and he had to accept the wheat. A deputy inspector, Arthur Hecker, on whom Mr. Fusz relied to show that the inspection was bad, failed him in court. Hecker, it is said, told Fusz' attorneys that he had inspected the wheat as No. 2 under protest, by order of Chief Davis, but on the stand he assumed the entire responsibility. Now Mr. Fusz wishes the Exchange to discipline the eltr. proprietors in some way, either to insist on delivery of good wheat or to declare the houses irregular.

NEBRASKA.

Superior, Neb.—Geo. Scoular will build a 25,000-bu. eltr.

Genoa, Neb.—We have purchased the eltr. of C. R. Wright.—T. B. Hord Grain Co., Central City.

Byron, Neb.—Ed Reeves has leased the eltr., formerly operated by Otten & Reeves, and will operate it alone.

Wilber, Neb.—The Updike Grain Co. has completed repairs on its eltr. and has built a boiler house and installed a new boiler.

Schuyler, Neb.—We have sold our eltrs. at Ord, Primrose and Monroe to the T. B. Hord Grain Co.—The Wells-Abbott-Nieman Co.

Stratton, Neb.—O. M. Kellogg has purchased the other interests in Kellogg & Co. and has succeeded to the firm's business.—Kellogg & Co.

Fremont, Neb.—The Westbrook-Gibbons Eltr. is being torn down, because it has been shut off from team access by the new railroad line thru Fremont.

Brunswick, Neb.—The eltr. of the Blenkinson Grain Co. was opened July 17 with W. W. Calkins as mgr.—E. G. Harris, agt. Blenkinson Grain Co., Copenhagen.

Farnam, Neb.—The McConaughy Grain Co., of Holdrege, is improving its eltr. here. New machinery will be furnished by the York Foundry & Engine Works.

Spalding, Neb.—The T. B. Hord Grain Co., of Central City, has purchased the eltr. of the Wells-Abbott-Nieman Co. Ed. Connell remains in charge for the new owners.

Arapahoe, Neb.—The W. J. Hynes Grain Co., of Omaha, is operating the old Clark Eltr. The house has been overhauled and Wm. Kearney has been placed in charge.

Columbus, Neb.—E. M. Leflang, of the Lexington Mill & Eltr. Co. and Western Grain Co., of Lexington, has purchased for \$3,600 the eltr. of the Farmers & Merchants Eltr. Co.

McLean, Neb.—I have sold my eltr. at this station to W. S. Hart, of Allen, and will devote my time to my house at Ormond and my large land interests.—Louis E. Mann.

Wahoo, Neb.—John Dolezal, of Center, has purchased the eltr. of the Trans-Mississippi Grain Co. He will thoroughly overhaul the house and will take possession about Oct. 1.

Tilden, Neb.—The Tilden Eltr. Co. is installing a 16-h. p. Howe Gasoline Engine, Barnard & Leas Cleaner, King Car Loader and other machinery furnished by the York Foundry & Engine Works.

Omaha, Neb.—The Chicago, Milwaukee & St. Paul Ry. has given notice that its cars will be turned over to the Union Pacific at Council Bluffs for switching on the basis of \$2 per car.

Omaha, Neb.—Milmine, Bodman & Co., now known as the Milmine-Bodman Grain Co., has brot suit against Thos. Baker for overdraft on a quantity of corn and the company also claims that the corn delivered was not up to grade contracted for.

Clay Center, Neb.—The Clay Center Grain & Stock Co. incorporated, \$10,000 capital stock. Incorporators, H. E. McDowell, L. F. Fryar, J. M. McFadden, B. W. Campbell, and others. It is reported that the company has leased one of the local eltrs. and has engaged W. B. Smith as mgr.

Omaha, Neb.—Floyd J. Campbell, secy. and mgr. of the Nebraska-Iowa Grain Co., has resigned his position and was succeeded July 15 by C. F. Davis, who has been assistant mgr. and treas. Arthur English has purchased Mr. Campbell's interest in the company and will be assistant mgr. and treas.

Omaha, Neb.—Secy. McVann, of the Board of Trade, in a letter to H. Gower, Freight Traffic Mgr. of the Rock Island, which has granted an elevation allowance of 1-4 cts. to all Kansas City eltrs., but refused it to Omaha eltrs., writes: "The explanation that occurs to us is that you are under obligation to take this action at Kansas City because of your contract with a certain eltr. there and that you knew you would be open to prosecution for discrimination if you failed to make the same allowance to every other eltr. in Kansas City. Having no such contract in Omaha you may not feel that it is necessary to extend the privilege to Omaha, but have you reflected that a discrimination as between dealers in Kansas City and dealers in Omaha so gross as this is covered just as fully by the law as discrimination between the Kansas City eltrs. themselves? The Union Pacific legal department has taken our view and has made the unloading allowance applicable both at Kansas City and Omaha."

NEW ENGLAND.

Saundersville, Mass.—Fred A. Dodge died recently.

New Bedford, Mass.—E. Horvitz will rebuild his burned grain store, and the business will be conducted by Mr. Franks.

Springfield, Mass.—The Golden Grain Farming Co. incorporated, \$25,000 capital stock, to do a grain business. The officers are: T. W. Burgess, pres., and E. H. Marsh, treas.

Portland, Me.—The storage warehouse of the Ligonja Grain Co. at South Portland burned July 3 with a stock of grain, hay and coal valued at \$10,000. Total loss estimated at \$15,000; fully insured.

Litchfield, Conn.—The Litchfield Grain Co. incorporated, \$5,000 capital stock. Incorporators, Elmer C. Snowman, pres.; Thos. C. Hadden, of New Haven, secy. and treas., and Edw. T. Broadhurst. Mr. Hadden has purchased the grain and feed business of Marsh & Newcomb, and took possession July 16.

Boston, Mass.—The prohibition against trading with McMorran Bros. Co., of St.

Paris, O., which was imposed by the directors of the Chamber of Commerce, June 26, as stated in this column, for failure to comply with an award of the arbitration committee in favor of the L. C. Daniels Grain Co., has since been removed, and McMorran Bros. Co. is again in good standing.

NEW YORK.

New York City, N. Y.—S. Trimmer & Sons incorporated, \$100,000 capital stock, to deal in grain, hay, feed, flour, etc. Incorporators, Samuel, Wesley H., Theodore S. and Alva B. Trimmer, all of New York.

New York, N. Y.—Spencer Kellogg has been given judgment for \$6,000 against the Western Elevating Ass'n., Geo. F. Sowerby, pres., and the five railroad companies, who had entered into an agreement to injure Kellogg's business. Kellogg and his sons have other similar suits in court for the recovery of \$150,000 damages for the same conspiracy. The elevating ass'n. and the railroads had a written agreement to charge 1-2 cent more for all grain going thru Kellogg's eltr. than charged for grain going thru the other eltrs. The suit now decided by the appellate division of the supreme court was begun in 1900. The case will be fully reported later in the columns of the Journal.

BUFFALO LETTER.

It was at one time reported that the eltr. house men were getting ready to strike, but that has not come to anything, so that both lake and track grain move freely. Shipments of late have exceeded the lake receipts.

Grain receipts by lake keep very even as to amount during the summer, oats usually leading as to number of bus. and rye almost down to nothing. Eltr. owners look for a big fall movement, some of them already reporting large contracts for late-season handling.

It is some time since there has been a strike announced of the people at work on the 13-story addition of the Chamber of Commerce building, so the progress has been very good of late, though original calculations as to completion went by the board some time ago.

The Erie canal is making a fair record this season and holding up its spring rates, based on 4 cents on wheat to New York. It does not appear that there is any more grain to move than the roads want, but where it does not need to move very fast a slight reduction in freight, with the carrier standing the insurance, is worth something.

H. G. Anderson, who lately made a trip to the Canadian northwest, is very enthusiastic over the grain raising and handling outlook there and is preparing to build an eltr. at some point in the Edmonton district. He has relatives there who will handle it and possibly he may locate there after awhile, though there are conditions in Buffalo that still attract him.

Work on the new steel Ontario Eltr. goes steadily on, but the plan of the owner to have it in operation in May long ago lapsed. It is now expected that it will be ready in September. A strike of the corrugated-iron workers put the work back some. No progress is reported in the owner's suits against the underwriters to cover the loss from the falling down of the old wooden one.

Spring-wheat dealers are doing very little more than those who handle winter

wheat, as the millers usually buy in Duluth. No Kansas wheat is now quoted regularly. This market does not consider it strong enough to make any regular flour brands and prefers the ordinary winter and spring wheats if they are to be had. Corn and oats are rather dull just now, but have sold fairly well right along.

A Buffalo grain merchant, who deals considerably with state millers and other consumers, is making a collection of the private certificates of inspection, which he says are all passed off on the buyer as Buffalo official inspection and always represent the grain to be a grade or two higher than it is. They are signed by some unknown person. The moral of all this is to insist on the name of John D. Shanahan on the certificate. The grain will be up to grade then, every time. Too bad, though, that "Buffalo inspection" should be allowed to get a bad name in this way.—J. C.

NORTH DAKOTA.

Judson, N. D.—Lerchen Bros. will build an eltr.

Fairdale, N. D.—The eltr. for Eaton & Co. has been completed.

Harvey, N. D.—S. S. Renfrew is building an addition to his eltr.

Kensal, N. D.—The Woodward Eltr. Co. is building a 25,000-bu. eltr.

Ellendale, N. D.—The Ellendale Milling Co. will build an eltr. in connection with its mill.

Olmstead, N. D.—The E. E. Hall Co., of Hanley, Sask., will build 3 eltrs.—Frank E. Fee.

Loma, N. D.—Work has been commenced on the construction of an eltr. for Eaton & Co.

Easby, N. D.—Work has been begun on the 45,000-bu. eltr. on the farm of Peter Wild, making the third eltr. on his farm.

Englevale, N. D.—Mr. Lambe has been transferred from Leonard to take charge of the local eltr. of the Great Western Eltr. Co.

Grano, N. D.—The Northland Eltr. Co., of Minneapolis, has secured a site here and will at once begin the erection of an eltr.

Rocklake, N. D.—The Occident Eltr. Co. has bot out the McLaughlin Eltr. Co.—F. L. Eldredge, agt. Farmers Grain & Shipping Co.

Minnewaukon, N. D.—The farmers have purchased the warehouse of G. T. Christenson, who has purchased an eltr. at Denbigh.

Lallie, Oberon P. O., N. D.—C. H. Sheldon, of Minnewaukon, is building an eltr. and expects to be ready to handle the coming crop.

Minot, N. D.—The Minot Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, V. M. Smith, F. Spath, M. J. Smith, and others.

Bowdon, N. D.—H. N. Brownlee is building a 15,000-bu. eltr. His old house is being torn down and the materials will be used in the new eltr.

Edinburg, N. D.—A. L. Edmunds, formerly at Hallock, Minn., has been transferred to Edinburg to take charge of the eltr. of the Imperial Eltr. Co.

Colgate, N. D.—Chas. Whitehead and Burt Chiterster will receive appointments from the Northwestern Eltr. Co. as soon as locations can be decided upon.

Stanley, N. D.—The Stanley Farmers Grain Ass'n. incorporated, \$6,000 capital

stock. Incorporators, A. A. Oliver, O. C. Russell, F. Miley, and others.

Verona, N. D.—The Verona Farmers Eltr. Co. has let the contract for the erection of a 40,000-bu. eltr. to G. T. Honstain.—M. P. McNally, secy.

Tolley, N. D.—The Mouse River Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, Kent Yale, W. P. Cilley, W. J. Winset, and others.

Gladstone, N. D.—The Farmers Eltr. Co. will receive bids for the erection of an eltr. until noon July 29. Adam A. Lefer has the plans and specifications.

Emerado, N. D.—The eltr. of the Duluth Eltr. Co. was struck by lightning July 8 and burned. Very little grain was stored in the house. The eltr. will be rebuilt.

Marion, N. D.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, W. W. Keene, Dickey; Neils Nielson, Fritz Maisel, and others of Marion.

Underwood, N. D.—Otto C. Grosz, a local grain dealer, has filed a petition in bankruptcy. Liabilities, \$26,795; assets, including exemptions amounting to \$2,793, \$24,187.

Crosier, N. D.—The Farmers Eltr. Co., of Tolna, has been incorporated, with \$50,000 capital stock, by Wm. Summers, Geo. Knauss, L. O. Lundebly, and others of this place.

Cogswell, N. D.—Geo. Bingham has purchased the eltr. of E. C. Swan and will operate it as the Bingham Independent Eltr. Possession was given at once and needed repairs are being made.

Minnewaukon, N. D.—I have accepted a position with the Wm. Plummer Co., instead of going to Antler as I expected.—R. D. Robertson, formerly agt. for the Northern Grain Co. at Sac City, Ia.

Williston, N. D.—The lease of Wegley Bros. on the local eltr. of the Twin City Eltr. Co. expires Aug. 1 and Wegley Bros. will build an eltr., 30x34 ft. and 40 ft. high, which is to be completed in time to handle the fall business.

Pingree, N. D.—We have just completed our 40,000-bu. eltr. and will put in a coal, wood and lumber business in connection. An up-to-date saw and grinding outfit will be installed in the near future.—Mgr. Pingree Grain & Supply Co.

Litchville, N. D.—There is talk of building farmers' eltrs. at Marion, Hastings and Eastedge. Our company will have its house repaired and new scale and cleaner installed. The grain trade has been good here the year round.—Paul Johnson, agt. Litchville Farmers Eltr. Co.

Palermo, N. D.—The Farmers Eltr. Co. incorporated, \$6,000 capital stock. Incorporators, J. C. Hanson, A. K. Vinje, secy., A. M. Johnson, and others. The company will build a 25,000-bu. eltr. The house will contain 9 bins and an 8-h. p. gasoline engine and 2 scales will be installed.

Fargo, N. D.—The North Dakota Bankers Ass'n., at its convention July 16, resolved to assess members \$5 each toward the expense of establishing a competitive market for grain at Superior, Wis., thru legislation. Five of its members were appointed a committee to investigate the conditions under which North Dakota grain now is sold.

Reynolds, N. D.—The Peavey Eltr. Co. and the Minneapolis & Northern Eltr. Co. have completed repairs on their eltrs. The National Eltr. Co. is repairing its

house and has installed a new Callahan Gasoline Engine. The Farmers Eltr. Co. is also repairing its eltr. and is installing an American Grain Meter for shipping grain.—N. E. Turner, mgr. Farmers Eltr. Co.

OHIO.

Graytown, O.—R. Freese, a pioneer grain dealer, died here July 10.

Richwood, O.—Porter E. Barnes was married July 5 to Mrs. Josephine Thompson, of Peoria, O.

New Bremen, O.—The Farmers Implement Co. has made an assignment to Theo. H. Tangeman.

Zanesfield, O.—I have rented the eltr. of Geo. D. Peters and took possession July 16.—W. J. Robb.

Greenville, O.—The Weimer Grain Co., F. J. Weimer, mgr., has succeeded the Judy & Weimer Grain Co.

Hillsboro, O.—H. H. Richards & Co. have built an eltr. in connection with their mill.—Boden Bros. New Vienna.

Greenwich, O.—Wells Bros. have taken over the grain business of the Heyman Milling Co.—S. W. Strimple, New London.

Jamestown, O.—Ervin Bros., of Xenia, have purchased for \$8,000 the local eltr. of the Miami Grain Co. Chas. Ervin will manage the business.

Marion, O.—The Ireton Bros. & Eikenbary Co., of Van Wert, has purchased the eltr. of John Boles & Co. The capacity of the house will be enlarged.

Newark, O.—I have succeeded Wm. M. Root, my step-father, who died recently, and will continue the business as he did in the past.—Wm E. Wiemer.

Upper Sandusky, O.—Alton Gregg, who has been engaged in the hay business, has traded a third interest in a large farm to his father for a half interest in the grain firm of Wm. Gregg & Son.

Huron, O.—The office of the eltr. of J. Stryker & Son was broken into recently and a gold watch belonging to Robert Stryker was stolen. The thieves, however, overlooked \$150 in checks which were also in the safe.

Columbus, O.—Governor Harris has named J. C. Morris, of Youngstown; O. P. Gothlin of Dayton, and Adjutant General Hughes, of Hillsboro, as the members of the new state railroad commission. Mr. Morris is a commissioner at present.

Fayette, O.—I have entered into partnership with D. A. Baker, as Baker & Heironimus, to deal in grain, flour, seeds, feed and coal here. I shall still continue my business at Greenville, under the management of J. H. Stubbs. I will manage the business here.—C. W. Heironimus.

Cincinnati, O.—John C. Droege, pres. of the Cincinnati Grain Co., is gaining unenviable notoriety thru his connection with the Triumph Oil & Refining Co. as pres. Four suits have been brot against him by investors in the oil company to recover the money paid him for shares.

Cincinnati, O.—In the bankruptcy hearing on the firm of Harry J. Borgmann & Co., it is insisted by the Union Grain & Hay Co. that the court shud not grant a discharge, because a number of false statements were made to the referee. It is alleged the company has been insolvent since it was started in 1902, and that while its liabilities ran to \$12,000, its as-

sets never were more than \$4,000. The Gale Bros. Co. and the Early & Daniel Co. later joined in the charges against the Borgmann brothers.

Xenia, O.—The office of the Miami Grain Co. in this city will be continued as formerly. A. V. Perrill, who has been with the company for a number of years in the Xenia office, has been transferred to Indianapolis, to take charge of the track buying business which the company has recently purchased.

Lippincott, O.—I am now ready to handle grain in my new eltr. here. It is a cribbed bin house, 4 stories and basement with solid walls, located on my own ground. It has capacity for 10,000 bus. and is equipped with all new machinery, steam and gasoline power, Fairbanks Scales, with registering beam, etc.—John B. Outram, Urbana.

Moffitt, O.—J. Dukes, a farmer, is damaging the eltr. business greatly by buying grain from farmers and loading cars on track. His grievance seems to be that he cannot buy the eltr. at 40 cents on the dollar. Toledo receivers on being informed of his scoop-shovel practices have refused to accept his shipments, and he will no doubt try Buffalo and other markets. His billing station is Gilboa, O.

Columbus, O.—The Ohio Shippers Ass'n. has failed to renew its traffic agreement with the railroads, which will expire Aug. 1. The disagreement was about the free time, the roads desiring to limit the time to 48 hours on all commodities. Under the old rules 96 hours free time was allowed on coal, coke, fruit and vegetables and 72 hours on lumber. The shippers contemplate an appeal to the courts.

OKLAHOMA

Guthrie, Okla.—The Capital Grain Co. will build a large eltr.

Darrow, Okla.—The 10,000-bu. eltr. for Ames & Harmon has been completed.

El Reno, Okla.—M. C. McCafferty, formerly in the grain business at Garber, has removed to this place.

Oklahoma City, Okla.—The Wheatland Grain & Eltr. Co. has increased its capital stock from \$10,000 to \$25,000.

Blackwell, Okla.—The Farmers Grain Co. has installed a 25-h. p. Witte Gasoline Engine and has made other improvements in its eltr.

Morrison, Okla.—The eltr. of Edw. J. Coyle burned July 12 with 1,200 bus. of wheat and about 40 tons of coal in bin. Loss about \$7,000; fully insured.

Dill, Okla.—The Farmers Gin, Mill & Eltr. Co. incorporated, \$6,000 capital stock. Incorporators, P. W. Hamilton, Smith Hubbard, W. A. Vickers, and others.

El Reno, Okla.—The local stockholders of the Farmers National Exchange purchased the eltr. of the ass'n. and have re-organized and have been incorporated as the Farmers Mill & Eltr. Co. The farmers talk of building a mill.—M. C. McCafferty.

Capron, Okla.—I am employed here buying grain for the Aetna Mill & Eltr. Co., of Wellington, Kan., which built an eltr. at this point last year. I was formerly of the firm of Crowell & Clark, but sold out to Crowell Bros. 3 years ago.—W. A. Clark.

OREGON.

Ontario, Ore.—T. T. Kahout is reported to have purchased the grain and coal business of C. D. Brainard.

Pendleton, Ore.—The Inland Empire Wheatgrowers Ass'n. recently adopted resolutions calling upon the state of Oregon to secure a jute mill for the manufacture of grain bags.

PENNSYLVANIA.

Scranton, Pa.—H. Montgomery & Co. are no longer in the grain business here.

Linfield, Pa.—The grain warehouse of Harvey G. Christman burned July 6. Loss, \$1,500.

Philadelphia, Pa.—The Commercial Exchange will bring up the old contention against the lease of the Pennsylvania Railroad eltr. to the Keystone Eltr. Co.

Lancaster, Pa.—H. C. Picard, formerly of the Great Western Cereal Co., and B. F. Hershey have formed a partnership to ship western grain, hay, feed and straw.

Lancaster, Pa.—The grain and feed warehouse of Jacob Weh was struck by lightning July 16 and burned, with hundreds of bus. of grain and feed. Loss about \$10,000.

Philadelphia, Pa.—C. C. Snyder, formerly with C. W. Wagar & Co., and F. M. Rosekrans, Gardiner, N. Y., have formed a partnership to do a wholesale grain and feed business, with offices here.

Lock Haven, Pa.—The test case of the state against E. E. Wentz for not labeling feed packages with the analysis is now on trial. Mr. Wentz sold pure feed up to standard requirements. The outcome of the case is awaited with interest.

Philadelphia, Pa.—Our hay and straw market has been very dull the past week. All of the railroads are embargoed, which will allow us to clean up, and shipments at this date we think would arrive on better market than at present, as after July we look for higher prices, although this may be doubtful should new hay arrive freely.—S. C. Woolman & Co.

PHILADELPHIA LETTER.

Wheat is about steady; receipts very moderate; fair cash demand; export trade light. Corn is not much sought after, receipts are small, though prices rule fairly steady. Oats are a shade easier under liberal offerings and limited car lot inquiry.

The mayor and director of public safety of Philadelphia propose the establishment of municipal piers along the Delaware and Schuylkill rivers in such numbers as will be of great advantage to the grain trade and other lines of business, and are expected to have a great bearing on the increase of commerce with this port.

Since President Roosevelt has appointed a commission to determine the best route for a deep ship canal between the Delaware River and the head of Chesapeake Bay, with directions particularly to examine and appraise the property of the Chesapeake and Delaware canal, it may become an important link in a great inland water route.

The Philadelphia & Reading Railroad embargoed several of the leading hay receivers here at the 23d and Arch street stores and stopped all hay and straw shipments on E. L. Rogers & Co., S. C. Woolman & Co. and C. H. Squiers & Sons Co. Suits are threatened for damages for discriminating, as the embargo is not a general one, which is usually en-

CIFER CODES

We carry the following cifer codes in stock and can make prompt delivery.

Robinson's Cifer Code, cloth	\$1.50
Hay and Grain Cifer Code	1.00
A. B. C. Code, 5th Edition	7.00
Baltimore Export Cable Code	8.00
Companion Cable Code	5.00
Riverside Code, 5th Edition	3.00
U. S. Cifer Code	3.00
Revised Economy Code	5.00
Stewarts International Code	.25

For any of the above, address

GRAIN DEALERS COMPANY,
255 LA SALLE ST., CHICAGO, ILL.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Box of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company,
255 La Salle Street, Chicago, Ill.

The Practical Gas Engineer



tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

Grain Dealers Journal
255 La Salle St. Chicago, Ill.

TONS to Dollars and Cents

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4x8x1/2 inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.

forced under congestive circumstances. The Interstate Commerce Commission, the National Hay Ass'n and even President Roosevelt's name is being mentioned in the controversy. It has been a "hot time" with the hay men.

The high price of corn and oats has caused an unprecedented falling off in the export grain trade, and scarcity of grain is detaining some of the big freight steamships at this port which are unable to secure cargoes, and for some weeks past most of the ocean liners have been running at a loss. The leading elevators here are nearly empty, as about one-third of the steamships' cargo is grain. The scarcity of such freight for London, Liverpool, Leith, Dunkirk, Havre, Rotterdam and Antwerp has seriously crippled export trade here. The primary cause is believed to be the high price of cereals, which prevents large shipments on foreign account.

The Commercial Exchange now has an official hay and straw quotation committee, which meets daily and posts correct quotations on hay and straw after the close of the markets, based upon true conditions and actual sales. Director Watson W. Walton is chairman and with him are associated Sydney Street, William H. Huey, Norwood P. Holland and Harry Beidler. This system works so well that President King is pleased with the innovation and there is talk now of having an official grain quotation committee.—S. R. E.

SOUTH DAKOTA.

Kennebec, S. D.—I will build an eltr. at Kennebec.—M. King of Utica, S. D.

Roswell, S. D.—The farmers are building an eltr.—F. N. Theisen, Artesian.

Henry, S. D.—The Farmers Eltr. Co. will operate the eltr. of the Western Eltr. Co.

Styles, S. D.—U. Curry has accepted an agency with the St. Anthony & Dakota Eltr. Co.

Rapid City, S. D.—The Chamberlain Investment Co. of Chamberlain will build a mill and eltr.

Chamberlain, S. D.—The Chamberlain Investment Co. will build a 15,000-bu. eltr. and 100-barrel mill.

Ortley, S. D.—I am building an eltr. at this new station on the H. & D. division of the C., M. & St. P.—J. A. Rickert, of Sisseton, S. D.

Flandreau, S. D.—The Farmers Eltr. Co. has let the contract for the erection of a 30,000-bu. eltr., which is to be completed not later than Aug. 20.

Fairview, S. D.—The eltrs. of the Reliance Eltr. Co. and the Terwilliger & Dwight Co. burned July 16, with 3 box cars on siding. Foundations for new eltrs. are already under way.—L. D.

Bonesteel, S. D.—I have removed from Corsica to Bonesteel to take charge of the new eltr. of Fred Chesley, which will be opened up Aug. 1.—F. Victor Chesley, formerly agt. for Geo. L. Chesley.

Columbia, S. D.—G. W. Van Dusen & Co. are building a 25,000-bu. cribbed eltr. in connection with their old 15,000-bu. eltr. The Atlas Eltr. Co. is raising its flat house and installing conveyors.

Bright, S. D.—The Farmers Eltr. Co. has been incorporated and will build an eltr. The directors are: J. H. Bockler, pres.; Chris. Morgan, vice-pres.; Fred Fischbach, secy.; Henry Dunker, treas.; E. C. Payne, Otto Dunker and John Thelen.

Springfield, S. D.—J. M. McCallum will repair his eltr. and install a scale dump. Shanard Bros. are putting a new foundation under their eltr., which settled last winter, and will also make smaller bins in the house.—R. A. Maarsingh, mgr. E. Colburn.

Leola, S. D.—The Hawkeye Eltr. Co. will build an eltr. Reagan & Hooper, who own and operate several eltrs. along the Soo Line, have applied for a site for an eltr., as have also 2 other independent buyers, and it is reported that 6 line companies contemplate building eltrs. at this station.

Lesterville, S. D.—The Railroad Commission held a hearing July 12 of the case of O. H. Olson against the Milwaukee Road for an eltr. site, which the railroad has refused to grant. This is the second case of the kind brot before the commission in the past 2 years. The other application failed.

Canova, S. D.—We have purchased the eltr. of the Western Eltr. Co. at Canistota, Salem and Carthage. Our firm will be incorporated at once as the Canova Grain Co., with headquarters at Canova, where we have an eltr. The members of the firm are G. H. Randall, A. F. Clough and F. N. Dexter, all of Canova. The 3 eltrs. purchased are being remodeled and repaired.—F. N. Dexter.

Colton, S. D.—A. A. Miller has purchased all the stock of the Farmers Eltr. Co., but business is continued under old name. J. C. Schmidt has purchased the plant adjoining his eltr., which was built and owned by A. B. Coutts & Co. He will remove the eltr. to a site on the C., M. & St. P. Ry. and will operate both houses. This town is on the Milwaukee cut-off from Madison to Sioux Falls, which runs side by side with the South Dakota Central for a number of miles.—L. D.

SOUTHEAST.

Charlestown, W. Va.—Wm. E. Reed & Son are the successors of Long & Reed.

Bristol, Va., Bristol P. O., Tenn.—Isaac B. Cowan and G. M. Cowan have purchased the grain, seed, feed and implement business of John K. Rogers and will continue the business under the name of Cowan Bros. This business was originally established by V. Keebler, who established a similar business after selling to Mr. Rogers.

TENNESSEE.

Knoxville, Tenn.—Charges against the city weigher, T. C. Irwin, of giving short weights, are being investigated by the board of public works.

Nashville, Tenn.—John Bennett, of the John G. Bennett Grain Co., has accepted the position of assistant secy. of the Grain Exchange, succeeding Geo. H. Hill, who has resigned.

Nashville, Tenn.—Additional ground has been purchased around the eltr. being built for the I. C. and Southern Rys., the additional space to be used for team tracks and sidings. Two streets will be opened up thru the property, which has been increased by 10 acres.

Nashville, Tenn.—Thos. Binns, formerly mgr. of the eltr. and shipping business of the Dunlop Milling Co. at Clarksville, has succeeded Chas. Rouzer as secy. and treas. of the Nashville Warehouse & Eltr. Co. Mr. Rouzer retired from this position the last of June to become mgr. of the eltr. being constructed for the I. C. and Southern Rys.

TEXAS.

Brownwood, Tex.—The Lambertson Mill & Grain Co. has changed its corporate name to the Austin Mill & Grain Co.

If the demand draft is a protection to the shipper and a saving to the buyer, why do you hesitate to adopt it?—T. G. Moore.

Bay City, Tex.—The Brown Grain Co. incorporated, \$10,000 capital stock. Incorporators, W. L. Brown and Franz Huebner, of Bay City, and Andrew Huebner, of Schulenburg.

Frisco, Tex.—The engine house, gin and cotton seed house of the Frisco Gin, Mill & Eltr. Co. burned recently with a quantity of hay and grain sacks. Loss about \$10,000; no insurance.

I have known of one dealer who was so eager to get an order from his competitor that he shipped groceries in a mixed car of grain and called it grain; and I want to say here that it was not a north Texas man either.—C. P. Shearn.

Beaumont, Tex.—Complaint has been made against a local grain dealer that he has agreed to sell feed to consumers only at retail prices, granting wholesale rates to retailers only. This is alleged to be a violation of the anti-trust law.

WASHINGTON.

Mabton, Wash.—W. H. Pope is building a 50x120-ft. grain warehouse.

Quincy, Wash.—The Sallberg Lumber & Grain Co. has been incorporated.

Auburn, Wash.—Hardenburg, Dolson & Gray are building an eltr. and feed mill.

Hatton, Wash.—The Farmers Grain & Supply Co., of Spokane, has commenced the erection of a grain eltr.

Sprague, Wash.—Work has been begun on the eltr. for the Farmers Grain & Supply Co. It is to be completed in time to handle the new crop.

Edwall, Wash.—The Everett Grain & Warehouse Co. is building an addition to its warehouse and placing a new foundation under the building.

North Yakima, Wash.—W. H. Pope is building a large 50x120-ft. grain warehouse, which he will operate jointly with MacDonald & McBean, of Seattle.

Ephrata, Wash.—MacDonald & McBean, of Seattle, have purchased a site and will build an eltr. or warehouse. The warehouse for the Everett Milling Co. will have capacity for 100,000 bus.

Harrington, Wash.—The Moscow Grain Co., a farmers' company, is doubling the capacity of its warehouse and building an eltr. to handle loose grain. The total capacity of the plant when completed will be 100,000 bus.

Spokane, Wash.—On account of the appearance of the hessian fly along the Columbia River in southern Washington the destruction of the entire wheat crop of this year is recommended by Entomologist Melander of the state agri. college.

Spokane, Wash.—M. J. O'Neill and others have organized the O'Neill Grain Co. and have leased the 15 warehouses of the Tacoma Warehouse & Sperry Milling Co. Mr. O'Neill has represented the Tacoma Warehouse Co. in Spokane for 10 years.

Walla Walla, Wash.—The Washington Railroad Commission has ordered the following concession: Joint freight rates on wheat shipments from eastern Washington to Puget Sound points; relief from alleged exorbitant freight rate for ship-

pers at Walla Walla and terminal rates for Bellingham at Puget Sound, placing it on equal terms with Tacoma and Seattle.

WISCONSIN.

River Falls, Wis.—The Farmers Union will build an eltr.

Milwaukee, Wis.—Eltr. A of the C., M. & St. P. Ry. is closed for repairs.

Milwaukee, Wis.—A. L. Johnstone has succeeded A. K. Taylor as manager of the Milwaukee Eltr. Co.

Superior, Wis.—H. A. Johnson has been appointed a member of the Wisconsin Grain & Warehouse Commission.

Make your arrangements now to attend the convention of the Wisconsin Grain Dealers Ass'n at Milwaukee Aug. 7 and 8.

Muscodia, Wis.—The large eltr. of Jacob Bremmer burned recently with a quantity of oats and corn. Loss, \$3,600. The fire is thot to have been of incendiary origin.

Milwaukee, Wis.—I. C. Lyman, who has represented the Goemann Grain Co., has resigned his position and formed the Lyman Grain Co. to engage in business on his own account.

Madison, Wis.—The Wisconsin Railroad Commission is making a thoro investigation into the rates on grain. O. G. Kinney of Colfax has applied for a reduction in the rate on grain to Milwaukee.

Washburn, Wis.—Judge Parish on July 14 decided that grain in transit is not taxable. The suit was that of the town of Washburn against Nye, Jenks & Co., who had grain stored in the Omaha Eltr.

Spirit Falls, Wis.—The H. E. McEachron Co., of Wausau, has purchased the 40,000-bu. eltr. and flour mill of the Bradley Co. The eltr. and mill will be dismantled and shipped to Wausau, where they will be rebuilt.

Greenleaf, Wis.—David Patterson, for many years grain buyer here for the W. W. Cargill Co., of La Crosse, is charged with the embezzlement of \$2,500. Wm. Zimmerman, of Wrightstown, has purchased the Greenleaf Eltr., formerly owned by Mr. Patterson.

Milwaukee, Wis.—The directors of the Chamber of Commerce recently adopted a resolution requesting the transportation committee to urge the railroads to grant favorable rates compared with Minneapolis on grain from the west, under an old decision of the Interstate Commerce Commission.

New Richmond, Wis.—Williams & Greeley, who have been managing the eltr. of the Farmers Grain Co., have let the contract to L. O. Hickok for the erection of a 25,000-bu. eltr., which will cost about \$5,000. The house is to be completed about the middle of August, about the time Williams & Greeley will vacate their present quarters.

Eau Claire, Wis.—The eltr. of the Northern Grain Co., of which C. W. Cheney & Co. have charge, was badly damaged July 11 by a fire which started in the basement and could have been put out at once, it is said, if water had been handy. The house contained 12,000 bus. of corn, oats, rye and barley, which were destroyed. Loss about \$10,000; insurance carried, \$5,000 on building and \$10,000 on grain.

Milwaukee, Wis.—The annual meeting of the Wisconsin Grain Dealers Ass'n will be held Aug. 7 and 8 at the Hotel Blatz, this city. No elaborate arrange-

ments have been made, but the sessions will be made instructive and entertaining. Important matters relative to the future policy and work of the ass'n will be brot up for discussion. The railroads have granted a rate of a fare and one-fifth for the round trip, good for two weeks, on the certificate plan. Among the speakers will be Professor R. A. Moore of the State Agri. Experiment Station, Madison; H. L. Goemann, pres. of the Grain Dealers National Ass'n, and Geo. A. Wells, secy of the Iowa Grain Dealers Ass'n.

Unreasonable Delays in Transit and at Terminals.

[A paper by A. F. Files, Muncie, Ind.]

In the days when the Clover Leaf Railroad was young, Tom Morrisson waited at Kokomo for a train that was a couple of hours late. When the train finally arrived he was in a sarcastic mood, and said to the Conductor:

"How long have you been on the road?"

"Four years," replied the Conductor, swelling with pride at his long service.

"Well, blankety blank, you must have got on as far back as Marion, then."

We see through different eyes. What had seemed a long time to Tom was not an "unreasonable delay" from the view point of the Conductor.

Any position I take today on this subject of "Unreasonable Delay" may appear at variance with the position the railroads might assume on the same proposition, yet neither of us be beyond reason in his contention. The railroads have troubles that make them assume the offensive on any claim that may be presented. On the other hand, I have but to turn to ledgers covering the limited amount of business our firm has done in the four years we have been in Indiana, to find unpaid, and pending claims against the railroads amounting to more than \$1,100, more than half of which is for loss and damage to grain because of "Unreasonable Delay in Transit and at Terminals."

March 4th, 1903, we shipped car No. 14969 from Radley, on the C., I. & E. Ry. to Philadelphia, and forty days later it arrived at destination hot, and was settled at 20c discount. On the same date we started car No. 4437 from Matthews, by same routing to same destination, and it arrived in good condition in about thirty days. We made claim for the damage, amounting to \$323, and in due course received notice that our claim had been refused; that the delay was not unreasonable; and that the railroad had taken the car to destination as rapidly as it could under prevalent conditions. We quoted car No. 4437 that had started the same day and made the same distance by the same routing in ten days' less time, and suggested to them that it would be a difficult matter to convince a jury of Indiana farmers that forty days was a reasonable time in which to do that which they had been able to accomplish in thirty days under identical conditions. They then contracted a severe case of "fifty per cent complaint," but got over it and finally we agreed on 75 per cent as basis for settlement.

We have claim against the Big Four on a car that was thirty days on the road between Muncie and Buffalo. The company has not yet told us whether this was handled as rapidly as possible under the circumstances. The claim has only been out about six months and we are

Protect yourself against loss of grain by leakage in transit by using the

KENNEDY PATENT PAPER CAR LINER

Effective, cheap. Grain dealers are invited to investigate. Full description and price on application.

FRED W. KENNEDY, Shelbyville, Ind.
Patentee and Manufacturer

Fumigate your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR,
Manufacturing Chemist Penn Yan, N.Y.

MANUFACTURERS

Contemplating establishing plants in the West should take advantage of a location on



Chicago & North-Western Ry.

which reaches the famous

WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT
LUMBER DISTRICTS,
MINING DISTRICTS

of the West and Northwest, and affords the best means of transportation to the markets of the world.

FOR FURTHER PARTICULARS APPLY TO

MARVIN HUGHITT, Jr., E. D. BRIGHAM,
Freight Traffic Manager, Gen'l Freight Agent,
NEW YORK CHICAGO.

Put Your Name

where everyone identified with the grain trade will see it, and keep it there.

THAT IS IN THE

Grain Dealers Journal
OF CHICAGO

not so unreasonable as to expect any action on it inside of another six months.

THE VIRGINIA Railroad Commission has ruled that a car of freight must be carried forward at not less than fifty miles per day, while North Carolina specifies fifty miles per day as the rate for the first three days and twenty-five miles thereafter. These figures are so low as to be only nominal, as we all know that if the car is kept in motion under ordinary conditions it must make much better time than that. It would seem to me that a minimum of one hundred miles in twenty-four hours would be a limit to which no railroad could object. That is a speed of only about four miles an hour, which would be accelerated to only eight miles an hour by allowing twelve hours out of twenty-four for switching and necessary division point and junction stops.

AT EIGHT MILES an hour for twelve hours in the day a car should be but a fraction over four days in transit from Indianapolis or Kokomo to Buffalo. It should be only seven days from Indianapolis to Baltimore, and but about seven and a half days from Logansport to Baltimore. Eight days should suffice from any point in Indiana to Philadelphia, and not more than nine days should be required to reach New York. That these figures are not unreasonable is evidenced by the fact that many of our cars do make this kind of time, and some even better. Track buyers are not infrequently called upon to pay demurrage on cars that have reached destination before the bill of lading, attached to draft, comes to consignee through the circuitous route of bank correspondence.

But these unreasonable delays do not always occur while the car is in transit. I have in mind a car that was loaded for us by one of the most careful firms with which we do business. The car was placed Thursday afternoon by the local and loaded Friday, but not early enough to catch a train out that day. Saturday the local crew claimed their engine was disabled and left the car standing at the elevator until Monday afternoon. The car made fair time en route, but arrived at a point west of Philadelphia hot. I contend shipper has unquestionably good ground for claim for any damage in transit.

THE RAILROADS establish car service rules, and if our customer had suffered an accident at his elevator, necessitating a shut down of three or four days, he would have been assessed demurrage regardless of the fact that the accident might have been chargeable to no negligence of his. When he ordered the car he knew the rules of the railroad regarding the placing and loading of cars, and tentatively entered into a contract under those rules. He must abide by the consequences, and the railroad is not slow to remind him of that fact. Why, then, shall he not be equally stern and require the railroad company to carry out the contract it has made with him when it receipts for his car and agrees to carry it forward to destination? A rule that is good for the elevator owner to do business by should be equally good when applied to the party by whom it is formulated. If a railroad establishes a rule naming a maximum of time we shall be allowed possession of a car for loading or unloading, and makes that limit as low as possible under favorable conditions, with no provision for accident or inclement weather, is it illogical for us to insist on a maximum time for transit and delivery

of this same car, while it is in possession of the railroad, and exact payment for loss to us by delays beyond such time limit?

DELAYS AT TERMINALS: Nor must we overlook the fact that there are unreasonable delays at terminals, as well as in transit, as many of us can attest who shipped corn the past winter and spring. I have but to refer to the record at Buffalo where car after car was inspected in the yards, and from three to five days later re-inspected at the elevator, to awaken sad memories in every shipper to that market.

Our Ex-President, Mr. Wood, and Secretary, Mr. Brafford, tell of yards full of loaded cars at Baltimore, and switches full clear back to Harrisburg. If it only took two hours waiting at Kokomo to make Tom Morrisson sarcastic, is it any wonder the corn got hot through and through, switched out two or three weeks on a lonely siding in Maryland? When we bring in claim for damage, we are met with a denial of liability by the railroad and an excuse by the terminal elevator that it was overloaded with business and could not handle the shipment sooner.

THE COLD HARD FACTS in the matter are these: when we sell our grain to a firm in Buffalo, "Buffalo weights and inspections," it is an unwritten part of the contract, but none the less binding, that the grain is to be graded, unloaded and weighed promptly on arrival at that market. Any loss or damage accruing because of failure to fulfill this part of the contract for any reason whatsoever, should be borne by the purchaser, just as much as the seller should bear any loss that may fall to purchaser from failure to fulfill his part of the contract in loading or billing the grain from his elevator. If we have sold more grain for five days shipment than we can possibly load out in that time, and the market should decline, no excuse that we were overworked would avail to save us cancellation or discount on that part of the contract unfilled. We should have known more than to oversell. Why then is it not good reasoning for us to demand the same treatment from the terminal elevators that they demand of us. Why not hurl back into their teeth "you should have known more than to over-buy."

A LIKE PRINCIPLE may apply to the railroads. If they accept stuff for transit beyond their capacity, they should stand any damage that may accrue because of any delays beyond a reasonable time allowance. As stated before, it is a poor rule that works only one way. The railroads demand that we load our cars within what they call a reasonable time; may we not with equal right demand that they perform their part of the contract and take the car to destination within a reasonable time, or pay any loss or damage that may be caused by such delay?

IT MAY BE ARGUED that we should make allowance to the railroads for periods of congestion, but I claim they should not contract for more business than they can handle with reasonable promptness. Railroad managers are men of long experience, and certainly should be able to use a little judgment in soliciting and receiving business. Embargoes have been issued with good effect, and while it might seem a hardship to us to have a railroad refuse to take our grain for a few days or even weeks, until it could be properly handled, who of you will not agree with me that such a condition would have been far better for us

while handling the late lamented corn crop, than the long delays in transit we endured. And in this contention, I apply to the railroads no principle to which we as individual elevator owners do not subscribe. If we receive grain beyond our elevator capacity, and beyond our car supply, and for want of storage room pile a lot of our surplus on the ground, do we ask the railroad company or the farmer to stand the loss on grain damaged by such handling? It is our business to stop receiving grain when our storage room is full to a point where we cannot take more without endangering it, because of lack of ability to give it proper care.

THERE IS HARDLY A PHASE of this question of "Unreasonable Delays in Transit and at Terminals" that may not be covered to the advantage of the elevator owner by applying to the railroads simple rules that they themselves have formulated and enforced against the shipper. The trouble is that the railroads apply all sorts of restrictions to shippers and try to avoid any restrictions upon themselves. They print a lot of words upon their bill of lading that are of little force in courts of justice, yet are all effective when our claim is so small that it is cheaper lost than carried to court. Capable and broad as these railroad managers are, they have seen through a glass darkly in the application of drastic rules to the shipping and traveling public. They have dug a pit and fallen into it. When they tell you forty days is a reasonable time to transport a car from Central Indiana to seaboard, they have deliberately lied to you, hoping thereby to save a few more dollars, and in so doing they have made you a partisan in support of National Railroad Regulation. If this sentiment has grown to be an overwhelming force, the railroad managers can blame none but themselves. The people do not demand justice when there is no justice.

In making your claim, square it by the Golden Rule, and then go ahead. You cannot afford to do otherwise. This great nation of ours is fast approaching the time when right shall prevail, rather than might—the Era of the Square Deal. Individually we are weak, but the time is rapidly nearing when one man with right on his side shall be mightier than a score in the wrong.

IN CONCLUSION, let me summarize. It is not unreasonable for us to demand that our cars go forward at minimum rate of one hundred miles in twenty-four hours and to account longer time than that as unreasonable. Not to exceed two days should elapse at the Terminal before the car should be unloaded, graded and weighed. We are not unreasonable in demanding that any loss or damage resulting from delays in transit or at terminals longer than these, be chargeable to the carrier or receiver as the case may be. On the other hand, it is equally incumbent on us to see that the grain is well cleaned and in condition to carry within the limit prescribed; to refuse bad cars that show weakness and liability to get out of order; to time our work so the loaded car need not stand on track long before a train can take it, if on time; to see that Bill of Lading and memorandum of shipment is in hands of the receiver before car reaches destination, and in any other way that may come within our province, to assist in prompt transit and delivery. Be not unreasonable ourselves and we are fortified in our demand for abatement of "Unreasonable Delays in Transit and at Terminals."

Sale or Bailment of Stored Grain.

The question whether wheat received in store is to be considered sold or under bailment is discussed in the recent case of *Savage v. Salem Mills Co.* by Chief Justice Bean of the Oregon Supreme Court, as follows:

The original idea of a bailment contemplated the return of the identical article delivered as soon as the purpose of the bailment was accomplished. 2 Kent, Lect. 40; Story, Bailment, §§ 1, 2. But the business of storing, transporting and handling grain has grown to such proportions in recent years as necessarily to have wrought a change or modification in the doctrine requiring the subject of bailment to be returned to the bailor. The delivery to public warehouses or elevators of thousands of bushels of grain for storage and safe-keeping by hundreds of owners, renders it impracticable, if not impossible, to keep that of the several owners separate so as to return the identical grain delivered, and this is no longer expected or required.

The only separation now called for by law is to keep grain of the same class in bins by itself so the owner may have returned to him grain of the kind and quality delivered, and therefore upon the deposit of grain with a warehouseman to be mixed with the grain of other persons, the depositor becomes the owner of his pro rata share of the entire mass, and the transaction is a bailment, and not a sale. *Brown v. Northcutt*, 14 Or. 529, 13 Pac. 485; *McBee v. Caesar*, 15 Or. 62, 13 Pac. 652; *Hamilton v. Blair*, 23 Or. 64, 31, Pac. 197.

But the warehouseman is not authorized to use, sell, or dispose of the grain stored with him or any part thereof without the consent of the owners. He may, from time to time, take from the common mass, upon the order or at the request of an owner, grain in amount equal to that stored for or by such owner, but he is required always to retain of the grain so stored sufficient to supply the other storers, and cannot use or dispose of any part thereof for his own benefit. He is a mere custodian of the grain, with no right to use it in any way, and herein lies the essential difference between a bailment and a sale. In the one case the title to the property remains in the depositor and the bailee is but a mere custodian, while in the other he may use and treat the grain as his own: the depositor relying upon his personal credit for the value thereof either in kind or in money.

Where one delivers grain to another under an agreement that the identical grain or grain of similar kind and quality from the common mass into which it was placed shall be returned, there is a bailment, and the right of property remains in the bailor, but when, either from the express agreement of the parties or from the general course of business, the party receiving the grain has a right to use it in his business and as a part of his consumable stock and is not obliged to return the identical grain nor grain of similar grade and quality from the common mass, but may discharge his obligation to the storer by paying the market price when demanded, or by returning other grain of the same kind and quality, there is no bailment, but a sale or exchange, and the title of the property and the risk are transferred to him.

To determine who shall bear the risk and enjoy dominion over grain which has been by common consent mixed and min-

gled with that belonging to other parties, we must therefore have recourse to the nature of the transaction, for the rights and liabilities go according to the legal title. "If the nature of the bargain be such," says Mr. Schouler, "as to make the several proprietors owners in common of the mass, any loss should be borne by them in proportion to their several interests; and such an ownership, we have said, is usually presumed. But if one throws his goods into the common mass, on the understanding that the party receiving them may take from the mass at pleasure and appropriate to himself on the condition that he shall restore other goods of the same sort in their stead—and so, too, in stipulations for pecuniary compensation—the dominion over the property passes to the receiver; and on this principle are some of our grain cases decided; the party owning the elevator or warehouse being treated as a purchaser, and not as a depository." 2 Schouler, Per. Property, § 46. This is the doctrine applied by this court in *State v. Stockman*, 30 Or. 36, and finds support in the authorities generally. 3 Am. Law Reg. (N. S.), 321; 6 Am. Law Reg. 455; *Richardson v. Olmstead*, 74 Ill. 213; *Lyon v. Lenon*, 106 Ind. 567; *Barnes v. McCrea*, 75 Iowa, 267; *Weiland v. Sunwall*, 63. Minn. 320; *O'Neal v. Stone*, 79 Mo. App. 279; *Andrews v. Richmond*, 34 Hun. (N. Y.) 20; *Chase v. Washburn*, 1 Ohio St. 244; *Rahilly v. Wilson*, 3 Dillon, 420, Fed. Cas. No. 11,532; *Insurance Co. v. Randall*, L. R. 3 P. C. 101, 85 Pac. 60.

Exports.

Buckwheat amounting to \$643,154 bus., valued at \$416,700, was exported during the 11 months prior to June 1, compared with 316,383 bus., valued at \$209,912, during the corresponding period of 1904-5.

Broomcorn valued at \$222,369 was exported during the 11 months, compared with \$209,722 for the corresponding months of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Malt amounting to 845,367 bus. was exported during the 11 months prior to June 1, against 445,315 bus. during the corresponding period of 1904-5.

Linseed oil cake amounting to 713,716,600 lbs. was exported during the 11 months, compared with 586,914,000 lbs. exported during the 11 months prior to June 1, 1905.

Exports of Breadstuffs.

Our exports of breadstuffs for the crop year prior to July 1 included 34,793,500 bus. wheat, 117,385,500 bus. corn, 46,239,000 bus. oats, 1,355,500 bus. rye, 17,345,000 bus. barley and 13,871,000 bbls. wheat flour; compared with 4,391,000 bus. wheat, 88,566,000 bus. corn, 5,380,000 bus. oats, 1,386 bus. rye, 10,486,000 bus. barley and 8,757,000 bbls. wheat flour, for the crop year preceding, as reported by O. P. Austin, chief of the Bureau of Statistics.

Baltimore exported more corn than any other port, and Newport News made a good record in oats.

The total value of all breadstuffs exported during the crop year was \$177,351,000; against \$101,108,000 for the preceding crop year.

For June exports show gains over a year ago except in corn and oats, which were 2,030,000 and 1,030,000 bus. respectively, compared with 4,404,000 bus. corn and 1,689,500 bus. oats, for June, 1905.

IF YOU WANT TO KNOW

All about the only reliable and valid *Patented Grain Purifier*, write to

D. H. STUHR, Davenport, Iowa



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appletton Car-Mover Co.
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supersedes all others wherever introduced. Try an "ATLAS," it will pay for itself in a few hours' use.

Purifying Grain

Has Come to Stay.

Our best grain handlers recognize this fact, and are preparing themselves for the inevitable by installing our

PURIFYING SYSTEM

and thus fortifying themselves against competition and picking the plums the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

Caldwell & Barr

Earl Park, Indiana.

NOTE.—We have been granted and now own four U. S. Letters Patents covering the art and mechanism for purifying grain. Unauthorized parties who do not own any patents, and who have no license to operate under any patents, are endeavoring to construct and sell purifying or bleaching plants. Elevator owners, in order to protect themselves, should compel such unauthorized parties to give them a thoroughly good and responsible indemnifying bond against costs of infringement suits and damages, as we shall institute infringement proceedings against elevator owners in every case where our patents are infringed.



Elevator Mover

Elevators and other large buildings moved from one location to another.

Work guaranteed.
Write

D. S. NELSON, Larimore, N. D.

Crop Reports

Canada.

Winnipeg, Man.—Official reports from all parts of the province indicate that the wheat crop will be the heaviest yet harvested. It appears at present that harvesting will be general in this province about Aug. 10, but should the rains continue it will probably be 4 or 5 days later.—W. J. Black, deputy minister of agri.

Winnipeg, Man.—All indications point to the wheat harvest being a week earlier than last year. The weather, from being intensely hot, has moderated and although the showers continue conditions are more favorable for ripening. Some signs of rust, but the alarmist reports sent out from our city the week of July 14 were premature.—C.

Winnipeg, Man.—The wheat crop is early; grain will be harvested in Manitoba in July. Spring wheat harvesting will be general between the 6 and 18 of Aug.; will be little later in Alberta and Saskatchewan. Crop could not be otherwise than early, as seed was choice, seeding early, ground in good condition and weather favorable. Present prospects indicate a possible total yield of 100,000,000 bus. of wheat.—Campbell, McLean & Co.

Illinois.

Utica, Ill.—About 50 per cent of corn left in farmers hands.—S. G.

Seneca, Ill.—About 40 per cent of corn left in farmers hands.—S. G.

Rockford, Ill.—Dealers here think there will be an average crop of 33½ bus. of oats per acre, and report no rust.

Dixon, Ill.—Dealers here report cutting of wheat well advanced and think oats will average 35 bus. per acre. No rust.

Morrisonville, Ill.—Crops here are backward on account of dry weather. Wheat about all threshed; quality good and marketed in good shape; making from 20 to 30 bus. per acre. Corn needing rain badly and oats are a very light crop.—Thos. E. Doyle.

McDowell, Ill.—Oats harvest is progressing finely, but will be a short crop. Do not look for an average of over 30 bus. Corn is looking well, but is suckering a good bit and firing on high land; do not look for a large crop.—F. C. Hebart, agt. Rogers Grain Co.

Maryland, Ill.—Corn is doing fairly well, July 12; warm weather and warm rains are doing excellent work; except where hail struck, will make ¾ crop; about 400 acres destroyed; estimate 45 bus. per acre. Estimate that wheat crop made 20 bus. per acre. Oats were doing finely until about July 19; hot sunshine and warm, sultry weather are damaging crop. If hot weather continues few days longer early oats will be scorched. Oat acreage, 3,200; average 35 bus. per acre; estimated yield 114,100 bus. Barley crop is as good as the average; 100 acres; total yield about 2,000; average yield 20 bus. per acre.—A. M. Abbott, agt. Neola Eltr. Co.

Indiana.

Petersburg, Ind.—Our wheat is nearly all threshed; at least 2-3 of it delivered and sold. Our wheat is of excellent quality. Would have been thru threshing had it not been for the rain of July 13.—S. J. Haines, of S. J. Haines Eltr. Co.



A Voice from Kansas.—St. Louis Republic.

Iowa.

Plymouth, Ia.—The late oats will be light weight in this locality; harvest is in full progress here.—Agt. Hunting Eltr. Co.

Beaconsfield, Ia.—The corn crop in this locality is in fine condition; acreage about average. Oats will yield a little below average; acreage a little short, but the quality will be good.—C. E. Fouser, of C. E. Fouser & Co.

Kansas.

Lewis, Kan.—The wheat yield will be greater in this locality than last year. Corn looks well, July 9, but is needing rain.—Smith Bros.

Morrill, Kan.—I am handling the best crop of wheat I ever handled in my life and I have been in the grain business over 30 years; average 30 to 55 bus. per acre, all 1 and 2 grade.—R. B. Gibbs.

Manhattan, Kan.—Corn is in fine condition and promises a large crop; is now shooting and tasseling; plenty of moisture. Wheat crop is fine; quality never better. Oats light. Hay crop much improved since recent rains.—Geo. T. Fielding & Sons.

Meade, Kan.—We have about 26,000 acres of wheat in this county. Has been awful wet for 10 days; wheat not all cut yet and no wheat has been threshed. Think wheat will average about 10 bus. per acre, will go from 5 to 20 bus.; some will be of good quality; some will be smutty.—H. H. Butler.

Kentucky.

Dycusburg, Ky.—Harvesting and threshing of wheat is about over, July 20; quality good; yield very satisfactory; local mill takes all offered for sale at 75 to 80 cents per bu. All the old wheat was consumed before the new crop came in, in this section. Old corn selling at 65 to 70 cents per bu.; very scarce. New crop of corn is growing finely, and indications are that it will be a large yield; acreage about an average. Oats and hay crops very small.—F. B. Dycus & Co.

Michigan.

Scottville, Mich.—Corn is not looking very good; very uneven; too dry and cold nights; about 75% of a crop; acreage 90.5% of last season. Oats and wheat are not looking well on account of late frosts in May and June, both months also being very dry; not over 75% of a crop, with about the same acreage as last year. Hay crop is short, because of late frosts and continued dry weather during May and June, but the quality is very good and is being cured and put in good condition; about half a crop.—S. M. Smyth & Co.

Minnesota.

Hallock, Minn.—Crops around here are way up. Never better. Very little rust in sight.—X. X.

Elizabeth, Minn.—Crops in this vicinity are looking fair and with continued favorable weather we expect a good average crop.—Pelican River Mill Co.

Elizabeth, Minn.—Crops look well in this vicinity now, July 20. With favorable weather the outlook is for a fair crop. Flax looks well.—Agt. Jenkins Grain Co.

Fairfax, Minn.—Barley and rye cutting well advanced, with average crop. Wheat looks good on high ground. A little black rust has been reported in some fields. Acreage of wheat about same as last year. Flax promises to be a good crop. Corn has been advancing rapidly the past two weeks.—C. J. Tollefson, mgr. Farmers Co-operative Eltr. Co.

Minneapolis, Minn.—The safety of our crop seems assured, July 23. Barley harvest is in full progress and work will commence in the oat fields this week; next week, Aug. 1, the farmers of South Dakota and southern Minnesota will begin harvesting wheat. The season has been remarkably free from bad winds and rain storms, and the magnificent weather since July 17 has brot forward our crops with such speed that black rust has remained "tied to the post". The fields where it was first discovered have all been re-examined for us and show the percentage of damage to be very small. The heaviest loss up to this time in due to loose smut and red rust. Think South Dakota has raised better than an average crop of wheat and that it is practically out of danger. In North Dakota they have had some hail, and considerable red rust. Harvest is a week farther away than in South Dakota, but with the continuation of good weather North Dakota will probably produce as much small grain as in any previous year. Minnesota conditions are equal to the average.—Van Dusen-Harrington Co.

Missouri.

Tina, Mo.—Corn acreage is an average, wheat 80% of average, oats 70%. Corn prospects good, but badly in need of rain. Wheat and oats all harvested and now threshing; wheat yield 25% over an average; oat yield average. Hay very short, not over half a crop.—Frank Yehle, agt. O. A. Talbott, Keokuk, Ia.

Nebraska.

Central City, Neb.—We have just had a fine rain, July 19, and the crop conditions are good.—Geo. P. Bissell, secy. and mgr. T. B. Hord Grain Co.

Page, Neb.—Acreage is about same as last year, but prospects are not so good for small grain; better for corn than last year.—M. O. Howard, agt. Atlas Eltr. Co.

Copenhagen, Neb.—The crops look good; good growing weather and plenty of rain. Farmers look for a large crop of oats.—E. G. Harris, agt. Blenkiron Grain Co.

Osmond, Neb.—Our crops here consist mostly of oats and corn this year; very little wheat and barley sown. Had quite a spell of dry weather and corn and small grain was looking bad, but at the tenth hour we got rain, and we will have a good average crop.—Louis E. Mann.

Pleasanton, Neb.—The new crop year commences with a car of new wheat testing 64 pounds. Wheat will be better on an average than last year. Oats not so good. Corn is good for this time of year; with good rains in August we will surpass all past records for corn crop.—D. Phillips, mgr. Farmers Grain Co.

Pender, Neb.—The crop acreage is larger than in previous years. Oats acreage is a third larger. The wheat acreage has been decreased on account of a backward spring. Winter wheat is being cut; indications show a yield of 25 bus. Oats being harvested and show a yield of from 35 to 40 bus. Corn is doing fine; weather is ideal. No report of smut on small grain. Corn and oats are the principal crops and have a good outlook for both. A yield of 35 to 40 bus. for oats is putting it light; without mishaps they will do better.—L. L. Ream, agt. American Grain Co.

New York.

Buffalo, N. Y.—As the state winter wheat crop comes in there is promise of a better yield than was at one time expected. Dry weather in May hurt it, but June rains nearly made up the damage. Some very good red wheat from Indiana, much of it being longberry, is coming in. Much better feeling over the state oats crop; lack of rain cut down the straw, but the heads are so long that almost half the entire length will be covered with grain. Corn is growing fast.—J. C.



The Crop Destroyer (Pessimistica Kill-off-the-cropium). 'This Pest Annihilates the Crop (in his Mind) early in July each year—No matter how Healthy a Condition the Grain may be in—A Dangerous Specimen, Watch Out for Him.—Minneapolis Journal.

North Dakota.

Pingree, N. D.—Crop prospect here, July 18, is the most promising in years.—Mgr. Pingree Grain & Supply Co.

Rocklake, N. D.—Crops never looked as good as this present.—F. L. Eldredge, agt. Farmers Grain & Shipping Co.

Colgate, N. D.—Crops in the vicinity of Chicago are in grand condition. Barley harvesting has already begun.—H. B. B.

Minnewaukon, N. D.—Crops are looking good in this locality, and all indications point toward a large crop.—R. D. Robertson, with the Wm. Plummer Co.

Olmstead, N. D.—We are having lots of rain; sod flax never was better at this time. Wheat is heading out and promises to be a good crop.—Frank E. Fee.

Litchville, N. D.—Crop looking pretty fair; a little backward on account of too much rain the first part of the summer.—Paul Johnson, agt. Litchville Farmers Eltr. Co.

St. Thomas, N. D.—The wheat acreage in this vicinity is about the same as last year; a great deal of red rust all over this county; no black rust yet, July 23. With favorable weather the yield will be about 12 bus. per acre. Harvest will commence about August 20. The rust is keeping the wheat very backward. Durum wheat is looking fair; not much red rust on it; acreage is about 10% more than last year. Flax is very good acreage, 30% less than last year. Barley and oats are pretty good crops; acreage about the same as last year.—Jas. Wheelan.

Ohio.

Defiance, O.—Wheat good; oats very slim; no hay to speak of; corn will go better than half a crop.—J. D. Spangler.

New Vienna, O.—New wheat now moving; excellent quality, but rains are proving somewhat of a drawback.—Boden Bros.

Mingo, O.—Threshing started; about 17 bus. average so far, July 13; quality good; about ¾ average crop sown. Farmers inclined to hold wheat.—Chamberlain Bros.

New London, O.—Wheat crop in this section is a large crop and of good quality, but are having too much rain; some will water damage. Oats will make a very fair crop. Corn doing nicely. Hay crop rather light, but quality good.—S. W. Strimble.

New Richland, O.—Corn is looking fine and prospect July 18 is for a good crop. Oats are ripening and will be out in a few days. We are taking in new wheat, and it is of excellent quality; is yielding from 30 to 35 bus. per acre.—C. C. Johnston, mgr. H. W. Johnston.

Minster, O.—Wheat yield will be above the average from all indications to date; yield running all the way from 22 to 32 bus. per acre and the acreage sown is as great as last year; straw is very short owing to the exceedingly dry weather, and 2 more weeks of fair weather will bring home one of the best crops harvested in late years; both as to quantity and especially quality, and from all appearances the fowls will have the shortest end of it as there will be few screenings.—Bensmann & Meiners.

Oklahoma.

Enid, Okla.—Heavy rains throughout the territory at regular intervals, of say 10 days, have retarded the movement of wheat, but has made us one of the largest crops of corn in our history. I may add that our corn is practically made.—C. F. Prouty, secy. Grain Dealers Ass'n of Okla. and I. T.

Lambert, Okla.—Wheat acreage around here is very heavy, but the crop is only fair, making from 8 to 20 bus to the acre, and testing 55 to 60 pounds. Hail and rust hurt the wheat here badly. The crop is better in eastern Oklahoma. We have a good oats crop and a good prospect for corn, if it keeps on raining. Wheat is moving here at 58 cents now.—W. S. Braman, agt. Southern Eltr. Co.

Capron, Okla.—Our wheat is not turning out as well as it showed before harvest; a great amount of damp and light wheat coming to market. Wheat will not grade with last year's crop by an average of 2 pounds to the bu. Corn looks fine; had a fine rain July 19; one more rain will make us a bumper crop. We are out of danger of hot winds for this season, as weeds are green in the stubble, which prevents wind getting hot as it blows across. Oat crop is very light; not enough for home consumption.—W. A. Clark, grain buyer for the Aetna Mill & Eltr. Co.

South Dakota.

Canova, S. D.—Crops in this vicinity are of the very best, with the exception of

corn, which is a little backward.—F. N. Dexter, of the Canova Grain Co.

Wisconsin.

Montfort, Wis.—Our crops are mostly corn, oats and barley. Corn is doing finely and promises a good crop. Oats are not so good as last year, that being an exceptionally good year, but promises a fair to good crop. Red rust coming; harvest 10 days off. Barley very good and promises large yield.—Johnson Bros.

Supply Trade

The American Grain Meter Co., of Springfield, O., has increased its capital stock from \$50,000 to \$100,000.

Your advertisement is your representative. It need not be large or imposing, but should be honest and respectful.

The Gutta Percha & Rubber Mfg. Co. has moved its Chicago offices from Lake street to the corner of Franklin and Randolph sts.

The N. P. Bowsher Co., of South Bend, Ind., has been receiving flattering reports of the value of feed ground on a Bowsher Combination Mill. One feeder had a gain of 185 pounds per steer on corn in 45 days.

Secy. M. A. Reynolds of the Millers Natl. Ins. Co. has appointed Edward S. Dinsley assist. secy. and Mr. Samuel Plant of St. Louis has been selected a director for the balance of W. L. Barnum's unexpired term.

The Texas Bag and Fiber Co. has recently been incorporated at St. Louis, Mo. The capital stock is \$100,000, and the incorporators are S. A. Bemis, J. S. Bemis and T. J. McLemore of St. Louis, J. M. Bemis of Colorado Springs, A. F. Bemis and A. V. Phillips of Boston and R. J. Wood of New Orleans.—H.

Ten electrical conveyors for loading grain and flour will be supplied by McCabe & Hamilton to the Tehantepec National Railroad, which crosses the isthmus between the two Mexican ports of Santa Cruz and Coatzacoalcos, and on which is the first modern grain elevator in the interior of Mexico.

Efforts attract us. Actions appeal to us. The man who does things is the man whom we admire. Advertising is business action. The man who advertises is doing things. We have faith in his energy and that goes a long way toward convincing us in his arguments. We applaud his energy, and that indirectly lends favor to his product. Life and growth are attractive; death is repulsive. Advertising is business life.

John Saltar, Jr., pres. of the Otto Gas Engine Works, Philadelphia, Pa., died July 12. Mr. Saltar has done engineering work for the city of Saratoga, N. Y., for the government of Ecuador and North Chicago Steel Works, and has had charge of important government work in South America. His connection with the Otto Gas Engine works began in 1881 and 7 years ago he was elected pres. Under his efficient management all the larger sizes of Otto Engines have been perfected and placed on the market. He was probably best known to the engineering world as the inventor of the engines now used on all submarine boats.

The Burlington Route

calls attention to manufacturers seeking a new location to its Industrial Department. This department is established for the benefit of manufacturers. Information on the three Rs of manufacturing—Power, Raw Material, Market—can be had by writing



W. H. MANSS,
Industrial Commissioner
209 Adams St.,
Chicago

EDWARD GUDEMAN, Ph. D. CONSULTING CHEMIST

Legal and Technical Expert
Special Attention Given
to Food Products
Postal Telegraph Bldg., CHICAGO, ILL.
Correspondence Solicited.

The New Cyclone 1905 CURES STRANGULATION



OF POWER

THE KNICKERBOCKER CO.

Jackson, Michigan

Grain Carriers

The Union Pacific has commenced grading on an extension of 32 mi. from Onaga, to Carden, Kan.

A. B. Stickney of the Great Western has been offered a place on new Interstate Commerce Commission.

Contracts for grading 55 miles of the Canadian Northern line between Hawkesbury and Ottawa, Ont., were let recently.

Contracts have been let for the construction of 26 miles of the extension of the Chicago & Northwestern from Bonesteel, S. D., west, to be completed Sept. 15.

Damage to locks 15 and 16 of the Welland Canal by the steamer Nipigon July 21 delayed passage thru for two days and a fleet of boats accumulated on both sides.

The Wabash Railroad is said to contemplate granting every point on its lines the privilege of stopping grain in transit for milling or cleaning, with a charge of \$3 per car.

The Flaxton and the Garrison and Drake extensions of the Soo Road are to be opened for operation Sept. 15. The former runs 60 mi. west of Flaxton, N. D., and the latter 80 mi. west of Drake, N. D.

The Lake Erie & Ohio River Ship Canal bill has been passed and has received the signature of Pres. Roosevelt. A private corporation is given a charter to construct a canal from Pittsburg to the Lake Erie ports.

The Missouri Pacific Railroad Co. has asked the Hall-Baker Grain Co. to surrender its lease of the Missouri Pacific Eltr. at Kansas City, Mo., and the grain company has turned the eltr. at New Orleans, La., over to the railroad. The Nash-Wright Co. has surrendered its lease of the terminal eltr. of the Kansas City Southern Ry. at Kansas City.

How to comply with the provisions of the new railway law was considered by the traffic officials of every trunk line west of Chicago at a meeting July 16. The attorneys of each road disagreed on the interpretation of the new interstate commerce act. The roads appointed two committees, one composed of attorneys and the other of traffic officials, to get a uniform interpretation and formulate rules accordingly.

The reduction of $1\frac{1}{4}$ cents per 100 pounds on grain products from Nebraska stations into Kansas City will be canceled July 29 by the Chicago, Burlington & Quincy. The reduction was met by other lines, but the Rock Island, which contemplated meeting the cut, now has decided not to, and the other roads are expected to cancel their reduced rates. The reduction of $1\frac{1}{4}$ cents on grain and grain products out of Kansas City is still in force.

J. C. Stubbs, vice president and tariff director of the Harriman lines, who has been chairman of the meetings held in Chicago to study the new rate law, gave out the personnel of the committee July 24. It will be composed as follows: J. C. Stubbs, Harriman lines, chairman; Darius Miller, first vice pres., Chicago, Burlington & Quincy; W. B. Biddle, third vice pres., Rock Island-Frisco lines; C.

Haile, traffic manager Missouri, Kansas & Texas; Frank B. Bowes, freight traffic manager, Illinois Central; and J. H. Highland, third vice pres., Chicago, Milwaukee & St. Paul. The committee will go to Washington at the earliest convenience of the Interstate Commerce Commission, and will ask for a ruling on the sections of the new law which are in its province to interpret or modify. While the recommendations of Mr. Stickney, made recently before the commission, are considered good in some particulars, the committee is not inclined to submit to all of the recommendations without at least making a protest.

Investigation of Railroad Favors to Aligned Elevator Monopoly.

Railroad corporations are placed in the unhappy position of having to testify against themselves in answering the list of questions asked by the Interstate Commerce Commission bearing on the alleged monopoly of the grain business by favored elevator firms.

Since the exposure of their relations to certain elevator companies would prove them guilty of unlawful discrimination some of the roads are hastening to put their house in order by canceling leases.

The inquiry by the Interstate Commerce Commission is being made pursuant to the following resolution by the Senate:

Resolved by the Senate, that the Interstate Commerce Commission is hereby directed to make a thorough investigation of the elevator and grain buying and forwarding business of this country to determine to what extent special favors have been granted to them by railroad companies, the influence which the alleged monopolizing of this branch of business has had upon the market, the injury it has worked to the grain producers, the extent to which the railroads, their officers, directors, stockholders and employees own or control the grain buying and grain forwarding companies, and the manner in which these railroads, their officers, directors, stockholders and employees secured holdings, if any, in these grain buying, storing and forwarding companies, and to report the same to the Congress at its next session.

The questions asked by the commission are so pertinent and well calculated to bring to light the special privileges enjoyed by the railroad favorites that they are here given in full:

1. The name and location of each and every grain elevator upon or along any line of railroad of your company, or upon any switch, sidetrack, or spur therefrom; the capacity thereof, if known to your company; and which of such elevators, if any, are used solely for grain owned or handled and shipped by the operator thereof.

2. The name and postoffice address of each person, firm, company or corporation operating every such elevator; and, if known to the company, whether the same is operated by the actual owner thereof, or under lease or other contract or agreement for use, and, in the latter, the name and postoffice address of the actual owner of every such elevator.

3. Which, if any, of the elevators referred to in item one hereof, are located upon the right of way or land of your company, the terms and conditions upon which the use of such right of way or land was and is allowed, and whether the like privilege is open to all persons desiring to build and use an elevator along your line.

4. What, if any, interest through stock ownership or otherwise your company has in any elevator as property, or in the operation thereof. Under this heading describe fully all of the relations of your company with each and every elevator along its line, including not only any ownership or part ownership it may have therein, or financial interest in the operation thereof, but also any and all agreements which may be made to any elevator, or the operator thereof, by your company. Also state specifically which, if any, operator of any elevator in which your company has an interest, or to which it makes an allowance in money or otherwise for the

elevation or transfer of grain, is a shipper of grain over your company's line. File with your statement herewith copies of all leases, contracts, or other agreements between your company and the owners or operators of elevators along or adjacent to your line or lines of road.

5. The names and postoffice addresses of the ten persons, firms, companies, or corporations who have been the largest shippers of grain over your company's line since the 30th day of June, 1905; and, if known to your company, what, if any, interest each or any of such shippers had during the time since June 30, 1905, in any elevator operated along or adjacent to your company's line or lines of road.

6. The extent, if any, to which your company is, or since June 30, 1905, has been, engaged in the buying or selling of grain, either directly or indirectly, through interest by stock ownership or otherwise in firms, companies, or corporations engaged wholly or partially in such business.

7. The extent, so far as is known or can readily be ascertained, to which any officer, director, or employee of your company is, or since June 30, 1905, has been, engaged in the ownership or operation of any elevator or in the buying or selling of grain, either directly or indirectly, through interest by stock ownership or otherwise in firms, companies, or corporations engaged wholly or partially in owning or operating an elevator or in buying and selling grain. Give like information as to stockholders in your company, so far as the same may be known.

8. A description of all special facilities or privileges which your company, during the three years last passed, has provided or granted under stress of competition or other conditions, with a view of maintaining or increasing the volume of trade in grain over its line or lines of railroad, giving in detail the particular reasons for the provision or granting of such special facilities or privileges, and stating also whether the enjoyment of any such special facility or privilege depends upon the amount of grain shipped at any one time, or the amount of grain shipped during a given period.

9. A list or statement showing in detail the methods of your company in the distribution of cars for the shipment of grain. This statement should be accompanied by a sample of any and all distribution sheets, and an explanation of your car distribution system.

Imports and Exports of Beans.

Beans and dried pease amounting to 445,156 bus., valued at \$647,378, were imported during the 11 months prior to June 1, compared with 455,453 bus., valued at \$603,667, during the corresponding 11 months of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of beans and pease during the 11 months prior to June 1 were 426,000 bus. of domestic and 40,100 bus. of foreign growth, against 305,000 bus. of domestic and 77,700 bus. of foreign growth, during the corresponding months of 1904-5.

Billy Rye—"That young Corn is awfully green, isn't he?" Flossy Flax—"Yes, but it isn't his fault; he wasn't cultivated properly."—*Northwestern Miller*.

The present season is in marked contrast with former years, when sales having been made to Europe for July and August shipment, exporters were actively in the market from day to day and were the largest buyers of actual wheat. This year not an exporter is in the market, they make no effort to secure any stock, and handlers and shorts have been the only support the situation has had. The question is frequently asked—"what are we going to do with this wheat? The interior millers do not want it, and the foreign buyer is indifferent." The only answer seems to be that the price must reach a level where the latter will want it, or the options will get to such a premium as to secure the aid of the carrier. —*Baltimore Produce Report*.

Seeds

The American Seed Trade Ass'n will hold its next annual meeting at New York.

The Rohe Seed Co. has succeeded the J. A. Dieckman, Jr., Seed Co., at Cincinnati, O.

The Reynolds Seed & Commission Co. of East St. Louis, Ill., has increased its capital stock from \$5,000 to \$10,000.

The legal weight of a bushel of clover seed is 60 lbs. in every state of the Union except New Jersey, where it is 64 lbs., according to the Bureau of Standards, Washington.

Secy. of the Treas. Shaw has instructed customs officers to take 2-ounce samples of all importations of 100 lbs. or more of grass, clover and forage plant seeds to be forwarded to the seed laboratory of the Dept. of Agri.

Present prices of timothy seed for the September delivery at Chicago look high compared with the markets of the past three years. Believers in higher prices remember that in 1901-2 timothy seed started in July around \$5 and advanced steadily about \$2 per hundred by the following spring.

The area devoted to clover this year in Illinois is estimated by the state board of agri. as 20 per cent less than a year ago. In Lee county clover meadows were badly winter killed. The area of hungarian and millet has increased compared with last year, and is 94 per cent in northern, 101 per cent in central and 103 per cent in southern Illinois.

The Albert Dickinson Co., of Chicago, Ill., has been informed that a ruling of the directors of the Chicago Board of Trade prevents the company from doing a strictly merchandising business in seeds on the Board without charging customers commissions for the sales. It is also said to be a violation of the rules if the company buys seeds off the Exchange floor without paying commissions. The company has withdrawn its representatives from the floor.

Exports of seeds for the 11 months prior to June 1 included 2,263,561 lbs. of clover seed, 11,125,866 lbs. of timothy seed, other grass seeds valued at \$215,482, and 4,367,000 bus. of flaxseed; compared with 10,639,132 lbs. of clover seed, 15,523,374 lbs. of timothy seed, other grass seeds valued at \$279,840, and 1,326 bus. of flaxseed, during the corresponding 11 months of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Chicago received during the week ending July 21 223,300 lbs. of timothy seed, 34,300 lbs. of clover seed, 70,800 lbs. of other grass seeds, and 5,400 bus. of flaxseed; compared with 128,600 lbs. of timothy seed, 41,900 lbs. of clover seed, 161,220 lbs. other grass seeds, and 1,800 bus. of flaxseed, during the corresponding week a year ago. Shipments from Chicago for the week have been 66,600 lbs. timothy seed, 100 lbs. clover seed, 212,000 lbs. other grass seeds, and 1,000 bus. flaxseed, compared with 620 lbs. timothy seed, 2,960 lbs. clover seed, 229,000 other grass seeds and 2,100 bus. flaxseed, during the corresponding week of last year.

Trade in clover seed for October and December delivery at Toledo has been heavy during the week ending July 21. Short sellers seem to be putting out the

December in preference to the October and bulls are buying the October. Reports of winter-killing have frightened shorts and enthused bulls, but no telling what the second crop will bring forth. The price of October is up \$1.25 from the low point early in the season. There was more old seed carried over than for the past two years, but of course if we are to have another short crop high prices may prevail again.—J. F. Zahm & Co.

Of Chilian red clover one or two speculative purchases have been made in Liverpool of arrived seed at what appears, thus early in the season like a ridiculously high figure of 53s. Owing to the tactics of shippers who invariably endeavor, with considerable success, to conceal certain important facts respecting each year's crop, it is impossible as yet to judge of the quantity likely to be shipped across, but it may be construed as a significant sign that holders of old season's seed have developed considerable eagerness to knock out their balances, and, after nursing a quantity for 54s, as low as 46s 6d has been accepted in order to clear.—*London Corn Circular.*

W. A. Nutt, grain dealer at Urbana, O., has had published in his local newspaper a timely warning to farmers concerning the care of alsike clover seed, which is a new crop in that part of the country. Mr. Nutt last year bot and introduced a very fine grade of the seed. Mr. Nutt advises the growers: "Owing to the dry season the crop as a hay crop is very short but there appears to be a great abundance of seed which I think will command a fair price in the market. Those who have it sown should inspect the crop carefully and make frequent examinations. It is yet too soon to cut for a week or ten days. Take the heads and rub them in the palm of your hand and count the seed of each head. The seed should not be of a green appearance, but a black color. Like all other clover, there will be some blossoming heads until frost comes. One should judge the time when to cut for the largest yield. It will not do to cut this seed and allow the rain to fall upon it as the pods will burst and you will lose the seed. It should be put in the mow or stack the same day it is cut but should not be trampled or packed closely. When once in the mow or stack it can cure and can be left until fall or winter to be threshed."

Imports and Exports of Hay.

Hay amounting to 57,971 tons, valued at \$423,683, was imported during the 11 months prior to June 1, compared with 42,798 tons, valued at \$333,741, during the corresponding 11 months of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of hay for the 11 months prior to June 1 were 64,630 tons of domestic and none of foreign growth; compared with 61,172 tons of domestic and 99 tons of foreign growth, during the corresponding 11 months of 1904-5.

Alcohol cannot be produced in the United States to compete in cost with gasoline. In Cuba and other sugar cane countries, where alcohol is made from refuse molasses for which there is no other commercial demand, it can be distilled at a cost of ten cents per gallon. Some years ago, when corn was selling at less than 20 cents per bushel, alcohol may have been produced for ten cents, but it cannot be done at the present cost of grain.—*Northwestern Miller.*

**DO YOU USE
SAMPLE ENVELOPES?
Try Us!
SECURITY ENVELOPE CO.
MINNEAPOLIS, MINN.**



**The Minster Machine
Company, Minster, Ohio**

Mfrs. of the Minster
Friction Clutch Pulley
Friction Cut Off Couplings;
Friction Clutches with extend-
ed sleeve, to which wood split
pulleys, sprockets, gears, etc.,
can be attached. Catalog and
prices on application.



**Gover's Dust Protector
Rubber Protector, \$2.00**

Sent postpaid on receipt of
price; or on trial to responsi-
ble parties. Has automatic
valve and fine sponge.

**H. S. GOVER
124 Perley St., South Bend, Ind.**

**SEAL YOUR SHIPMENTS
SECURITY SEALS ARE SELF-LOCKING**



No instrument needed.
Adapted for any kind
of car door. Tamper-
ing cannot be con-
cealed. Fastening quick
and certain. Your own
name and number on
face. Selling every-
where.

SECURITY SEAL CO., St. Louis, Mo.

When in Trouble

Or when you need an investigation or settlement made, write me or call up Long Distance Phone Harrison 5022.

Misunderstandings arise wherein EXPERT ADVICE and ADJUSTMENT is invaluable.

I am equipped to serve you promptly and intelligently.

The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjudging complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

JOHN HILL, JR.

MEMBER CHICAGO
BOARD OF TRADE

Board of Trade Building, Chicago

Long Distance Phone Harrison 5022

Consulting and Auditing Expert
Grain, Stocks, Cotton, Investments

Supreme Court Decisions

Factors.—A person having possession and absolute control of merchandise shipped to him to sell and collect the price is a commission merchant, and not a broker.—*T. M. Sinclair & Co. v. National Surety Co.* Supreme Court of Iowa. 107 N. W. 184.

Delivery Without B/L.—A carrier may deliver the goods to the consignee without requiring the production of the B/L, unless it contains a stipulation to the contrary.—*Nashville, C. & St. L. Ry. Co. v. Grayson County Nat'l Bank.* Supreme Court of Texas. 93 S. W. 431.

Carrier's Liability.—A carrier may, with the assent of the shipper, fairly obtained and on a sufficient and lawful consideration, restrict its common-law liability to such damages as result from negligence.—*Ficklin v. Wabash R. Co.* Kansas City Court of Appeals, Missouri. 93 S. W. 847.

Loss of Freight by Flood.—A carrier is liable for loss of freight from a flood, if it was aware of its approach in time to remove the goods to a place of safety by the exercise of ordinary care and diligence.—*Pinkerton v. Missouri Pac. Ry. Co.* Kansas City Court of Appeals, Missouri. 93 S. W. 849.

Reduced Rate.—Consideration.—A contract for the shipment of freight limiting the carrier's liability, in consideration of the shipper "securing a reduced rate of freight," can be sustained, if at all, only on proof of such consideration.—*Ficklin v. Wabash R. Co.* Kansas City Court of Appeals, Missouri. 93 S. W. 847.

Court Review of Arbitration.—The court, in determining whether arbitrators mistook or misunderstood the law in making their award, cannot consider a statement or opinion of one of the arbitrators, but is confined to the opinion expressed in the award itself.—*White Star Min. Co. v. Hultberg.* Supreme Court of Illinois. 77 N. E. 327.

Connecting Carriers.—In an action against a terminal carrier for damage to goods shipped, the plaintiff must show, not merely that the goods were delivered to the initial carrier in good condition, but that they were in good order when received by the terminal carrier.—*Rolfe v. Lake Shore & M. S. Ry. Co.* Supreme Court of Michigan. 107 N. W. 899.

Conversion by Carrier.—Where a B/L was sent to a bank as security for an attached draft, a delivery of the goods by the carrier to another than the bank was a conversion, entitling the bank to maintain trover against the carrier or detinue against the party to whom the wrongful delivery was made.—*Tishomingo S. I. v. Johnson, Nesbitt & Co.* Supreme Court of Alabama. 40 South. 503.

Warehousing.—The only thing essential to the warehousing of goods is that their possession be changed from that of their owner to that of the warehouseman, and hence it was immaterial that they were warehoused on premises belonging to the owner at the time of the warehousing, which was leased to the warehouseman for such purpose.—*Love v. Export Storage Co.* U. S. Circuit Court of Appeals, Sixth Circuit. 143 Fed. 1.

Elevator Site on Right of Way.—A railway company, being under no legal obligations to grant to any one the privilege of building an elevator upon its right of way, may, without violating any rule of public policy, grant the privilege by contract on condition that it shall not be responsible for damages caused by fires resulting from the operation of its engines.—*James Quirk Milling Co. v. Minneapolis & St. Louis R. Co.* Supreme Court of Minnesota. 107 N. W. 742.

Injury to Growing Crop.—In an action

for injuries to growing crops, the value thereof is to be arrived at by finding the probable yield under proper cultivation, the value of the yield when matured and ready for sale, and the expense of cultivation, as well as the cost of preparation and transportation to market, and deducting from the value of the probable crop in the market the expense of maturing, preparing, and placing it there.—*City of Paris v. Tucker.* Court of Civil Appeals of Texas. 92 S. W. 233.

General Average.—The owner of a ship cannot enforce contribution from the owners of the cargo to defray expenses incurred in rescuing the vessel from a peril encountered from bad seamanship, or from the unseaworthy character of the vessel, but is entitled to such contribution where the peril incurred was one solely incident to navigation, unmixed with negligence on the part of the owner or the crew.—*Berry Coal & Coke Co. v. Chicago, P. & St. L. Ry. Co.* St. Louis Court of Appeals, Missouri. 92 S. W. 714.

Sale by Sample.—In an action for the price of goods sold by sample, the buyer pleaded the general issue, and alleged that the goods fell below the sample. The evidence of the buyer was to the effect that the goods fell below the sample, and part of them were practically worthless. Held that, in the absence of evidence that the seller delivered goods equal to the sample, there could be no recovery, though defendant's evidence was disregarded.—*Rosenstein v. Caselm Mfg. Co.* Supreme Court of New York, Appellate Term. 93 N. Y. Supp. 645.

Continuous Quotations.—Where the contract between complainant board of trade and telegraph companies, with reference to the dissemination of plaintiff's quotations, referred only to "continuous quotations," which the contract defined as "quotations wherein the price on any commodity shall be quoted oftener than at intervals of ten minutes," complainant was only entitled to restrain defendants from obtaining and using quotations which were continuous.—*Chicago Board of Trade v. McDermott Commission Co.* U. S. Circuit Court, W. D. Missouri. 143 Fed. 188.

B/L Weight Binding on Railroad.—Under Ann. Code 1892, Sec. 4299, providing that every B/L acknowledging the receipt of property for transportation shall be exclusive evidence in the hands of a bona fide holder for value as against the carrier that the property has been so received, a B/L issued by a carrier describing a shipment of cotton as consisting of a certain number of pounds is binding on the carrier, though in fact it did not receive that amount of cotton.—*Lloyd v. Kansas City, M. & B. R. Co.* Supreme Court of Mississippi. 40 South. 1005.

Right to Possession Under Non-Negotiable Receipt.—A bank furnished money to a buyer of cotton and receive the B/L for the cotton to hold as security. The railroad company deposited the cotton with a compress company, which issued receipts stating on their face that they were non-negotiable. These receipts were exchanged by the railroad company for the Bs/L. Held that, though the receipts were non-negotiable, they nevertheless gave the bank a right to the possession of the cotton.—*Nat'l Bank of Cleburne v. Citizens Nat'l Bank.* Court of Civil Appeals of Texas. 93 S. W. 207.

Customary Disposal of Stored Wheat.—Where wheat was delivered to and received by a milling company in pursuance of a custom known to both parties and with reference to which they contracted for the company to mix all wheat delivered to it with that belonging to it in one common mass, first refusal of the wheat being reserved by the company, and thereafter at its own convenience and pleasure and without any written authority to ship out any of the common mass or grind it into flour and other mill products, the custom entered into and became a part of the contract between the parties.—*Savage v. Salem Mills Co.* Supreme Court of Oregon. 85 Pac. 69.

Claim Damage in Five Days.—That a shipper of corn notified the carrier of in-

jury to it due to delay as soon as he learned of it, did not excuse him from the operation of a provision in the contract of affreightment, that the carrier should not be liable for loss or damage unless the claim should be made therefor in writing within five days of the arrival of the shipment at its destination, where no effort was made for two weeks after the arrival of the shipment to learn its condition, though the corn was shipped when the weather was such that injury might have been expected from delay.—*Freeman v. Kansas City Southern R. Co.* Kansas City Court of Appeals, Missouri. 93 S. W. 302.

Construction of B/L.—A B/L recited the receipt from the consignor of the goods to be delivered "to his or their assigns," and stipulated that each package of freight should be marked with the name of the consignee and destination, except shipments in car load lots to one consignee. In the margin was written, "S. W. 6746," indicating the number of the car, followed by the name and location of the consignee and the name of the connecting carrier. The blanks in the body of the bill for the name of the place of destination and consignee were not filled. Held, that the goods were consigned to the person named as consignee.—*Nashville, C. & St. L. Ry. Co. v. Grayson County Nat'l Bank.* Supreme Court of Texas. 93 S. W. 431.

Hidden Flaw in Casting.—Where defendant's superintendent prepared plans and specifications for machinery connected with a movable grain tower, and plaintiff contracted to manufacture and furnish such machinery, with certain exceptions, including a spur wheel, which it agreed to purchase from another manufacturer, and which it did purchase in the rough, and furnished to defendant as a part of the machinery, there was no implied condition in the executory contract for the sale of such machinery that the wheel was free from concealed defects, which occurred in the process of manufacture, and which could have been discovered only by destruction of the wheel.—*Howard Iron Works v. Buffalo Elevating Co.* Supreme Court of New York, Appellate Division. 99 N. Y. Supp. 163.

Damage to Cargo.—In an action to recover for damage to a cargo of rice alleged to have been received by the ship in good condition but to have been delivered at the end of the voyage in a damaged condition due to sea water and consequent heating, where the owners of the vessel clearly show that she was seaworthy and in all respects properly equipped for the carriage of the cargo at the beginning of the voyage, and also at its termination, that the cargo was properly stowed and that there was no negligence during the voyage which would account for the entry of sea water, they have fully established a defense under a B/L which exempted the vessel from liability for damage from sweating, natural decay, or from sea water caused without the ship's fault or negligence.—*The Folmina.* District Court, Eastern District of New York. 143 Fed. 636.

Warehousemen's Loans to Buyers.—A warehouse company, engaged in handling and selling tobacco, loaned money in various amounts and with no agreement as to time for payment to certain shippers with which to purchase tobacco, which was shipped to the warehouse company and sold by it for the shippers. The warehouse company charged interest from the time of each loan until a sale was made, when the proceeds of the sale were credited to the shippers, and the balance taken as a new principal, on which interest was counted until another sale. Sales were made nearly every week. Held, that the warehouse company had no right to compound interest in this manner, and on the settlement of the accounts between the parties interest should be calculated upon loans at the rate of 6 per cent, and the shippers credited with interest at the same rate on the proceeds of sales from the date of the sales.—*Farmers' & Shippers' Leaf Tobacco Warehouse Co. v. Head & Switzer.* Court of Appeals of Kentucky. 93 S. W. 17.

Exports of Glucose, Corn Oil and Cake.

Glucose amounting to 179,286,000 lbs., valued at \$3,286,000, was exported during the 11 months prior to June 1, against 154,404,400 lbs., valued at \$2,836,000, during the corresponding period of 1904-5.

Corn oil amounting to 3,645,000 gallons, valued at \$1,114,000, was exported during the 11 months prior to June 1, against 2,655,200 gals., worth \$752,000, for the corresponding time of the preceding fiscal year.

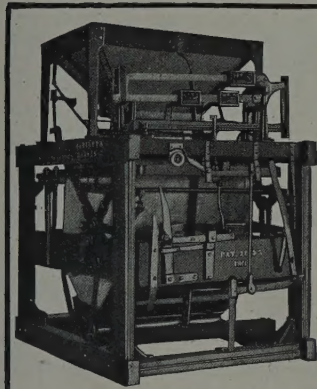
Corn oil cake amounting to 45,821,000 lbs. was exported from the United States during the 11 months prior to June 1, compared with 22,620,000 lbs. exported from this country during the corresponding period of 1904-5, as reported by O.

P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Rice.

Rice, rice flour, rice meal and broken rice amounting to 144,998,000 lbs., valued at \$2,705,700, was imported during the 11 months prior to June 1, against 98,969,000 lbs., valued at \$1,185,400, during the corresponding months of 1904-5, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of rice, rice flour, rice meal and broken rice were 37,833,000 lbs. of domestic and 10,219,000 lbs. of foreign growth, during the 11 months prior to June 1, compared with 111,295,000 lbs. of domestic and 8,571,000 lbs. of foreign growth, during the corresponding 11



AUTOMATIC SCALES

For weighing grain into cars, bins or sacks.

Guaranteed to be accurate, reliable and durable. Sold on approval. Prices reasonable. Write for particulars.

McLEOD AUTOMATIC SCALE CO.

PERU, ILLINOIS

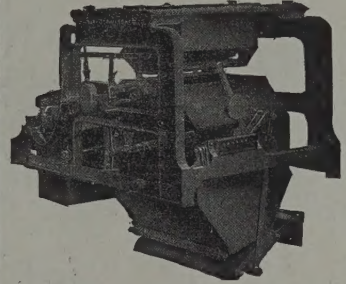
You Can Tell Your Own Fortune
if you have

Richardson Automatic Scales

for they bring PROSPERITY
with them

Save Labor and Material

Send for PROOF!



Think how this would look
at the head of your mill.
It WORKS better than
it looks.

Richardson Scale Company

13-21 Park Row, NEW YORK

122 Monroe Street, CHICAGO

311 Hennen Bldg., NEW ORLEANS

The American Grain Meter

Was born and raised in an Elevator. It was brought up by an elevator man who knew from his own experience just what was needed. The result is a

Practical


Every Day

Reliable

Accurate

Grain Weigher for the Country Elevator

There is no mystery about it—no hidden parts, everything in plain view, including the grain.

LOOK AT THE CUT 

Its simplicity must attract you.

It is made entirely of steel and iron.

It doesn't require an expert to operate it.

It does away with the man behind the hopper scale.

IT RUNS ITSELF

The operator turns on the Grain, the Meter does the Weighing

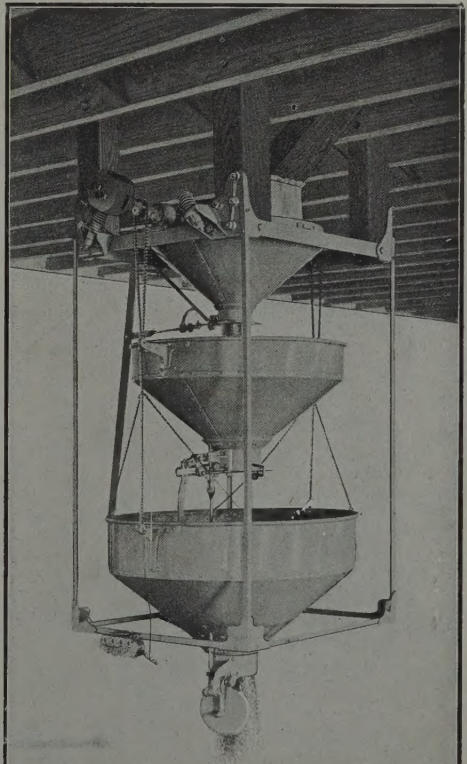
For further information address

AMERICAN GRAIN METER CO., Springfield, Ohio

Great Western Mfg. Co., Kansas City
Allen P. Ely & Co., - - - Omaha
Brown & Varney, - - - Cincinnati

J. R. Detweiler, - Chicago
Robert Craig, - Minneapolis
Wm. Robinson, Des Moines

The Howe Scale Co. of Illinois at Cleveland, Ohio.

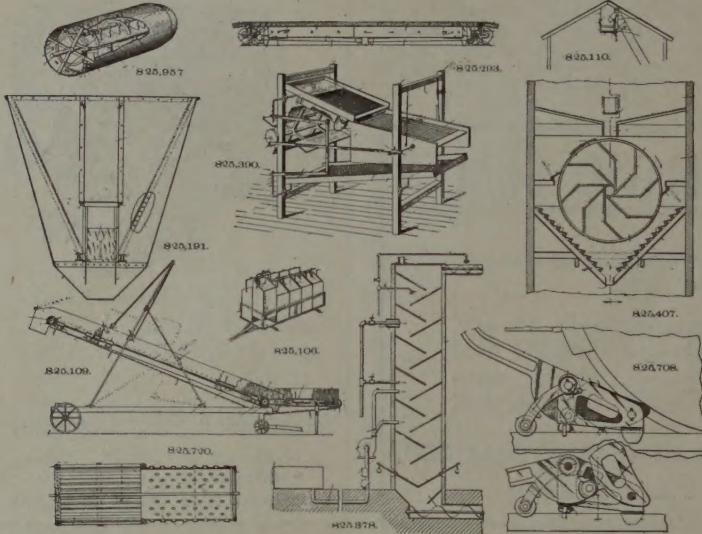


THE AMERICAN GRAIN METER

Patents Granted

Muffler. No. 825,010. Benjamin W. Snow, Syracuse, N. Y.

Vaporizer for Hydrocarbon Engines. No. 825,754. Carl F. Pearson, Chicago, Ill.



Combined Intake and Exhaust Valve for Gas Engines. No. 825,867. Anson G. Ronan, Toronto, Canada.

Explosive Engine. No. 824,936. Martin C. Kessler, Denver, Colo., assignor to the Kessler Motor Co., Denver, Colo.

Speed and Spark Regulator for Explosive Engines. No. 825,433. Thos. Van Tuyl, Iowa City, Ia., assignor to the O. S. Kelly Western Mfg. Co., Iowa City.

Carbureter for Gas Engines. No. 825,499. Thos. L. Sturtevant, Quincy, and Thos. J. Sturtevant, Wellesley, Mass., assignors to Sturtevant Mill Co., Boston, Mass.

Means for Unloading and Loading Grain. No. 825,106. (See cut.) Sylvester Bradley, Peoria, Ill. A series of receptacles is carried on a wheeled vehicle. The tops of the receptacles are beveled and their high sides placed back to back.

Corn Grader. No. 824,720. (See cut.) Chas. Hunnicutt, Wilmington, O. A cylindrical drum supported for rotation in a slightly inclined position has its upper portion provided with outwardly tapering apertures, while the lower portion comprises a plurality of V-shaped spaced slats.

Car Mover. No. 825,708. (See cut.) Leo Ehrlich, St. Louis, Mo., assignor to Gustave L. Stern, trustee, St. Louis. The car mover comprises a frame, a wheel engaging shoe pivotally connected to the frame, a lever pivotally mounted on the frame to actuate the shoe and a spring normally holding the gripping member out of engagement with the rail.

Garlic Separator. No. 824,957. (see cut) Wm. L. Spoon, Coble township, Alamance county, N. C. The outer drum is studded

on its inner surface with pin points on which the garlic bulbs are impaled. The inner drum is set eccentrically and bears against the pins at bottom. A scraper releases the garlic bulbs from the pins and deposits them in a trough.

Grain Drier. No. 825,407. (see cut) John Nash, Dayton, Wash., assignor of $\frac{1}{2}$ to All Ricardo, Dayton. The casting contains a hopper heated by piping, above which is a rotating drum of foraminous material fed by a supply hopper. Arms of foraminous material extend from the center to the periphery of the drum, and

each end of the frame, those of each pair being secured to the end at opposite sides of the longitudinal center of the frame, and provided with upward return extensions forming an open-sided slot for receiving a portion of the adjacent end of the frame.

Grain Elevator. No. 825,191. (see cut) Fred W. Cooley, Minneapolis, Minn., assignor of two-thirds to Geo. T. Honstain, Minneapolis. The bottom of the elevator leg is supported in a pit formed of steel riveted water tight. The boot is made non-choking by the two accumulation chambers at the sides open at top and separated from the lower sides of the pulley by two depending guard plates. Facing the belt are two inclined bottoms secured directly to one end of the pan and arranged to deliver grain directly into the pan.

Grain Grader. No. 825,390. (see cut) Nathaniel L. Hill, Rochester Mills, Pa. The machine comprises a separating screen, a chaffing screen slidably supporting the separating screen and extended to form a receptacle beneath the latter, a crank shaft supporting one end of the separating screen, a fan-shaft disposed beneath the upper end of the separating screen and having a crank, a bell-crank lever supported adjacent to the chaffing screen, a link connecting the latter with an arm of the bell crank lever, a grading screen supported upon a pair of crank-shafts and arms extending from the crank-shafts supporting the upper end of the separating screen and the lower end of the grading screen.

Statement of Mill Owners Mutual Fire Ins. Co., of Iowa.

The 62d semi-annual statement of the Mill Owners Mutual Fire Insurance Co., of Des Moines, Ia., issued July 1 shows insurance in force of \$6,795,800 and deposit notes of \$249,922.45, compared with \$6,013,450 insurance in force and \$237,850.44 of deposit notes a year ago. This growth is very pleasing in view of the small loss and expense this year, which was only \$39,571, against \$119,709 for the preceding fiscal year.

Since its organization in 1875 this company has paid out in losses \$1,179,097.88, and now has assets amounting to \$474,443.39, consisting largely of \$180,957.10 first mortgage loans and \$41,229.03 cash in hands of treasurer. Its liabilities are only \$6,500, consisting of losses adjusted and reported.

The Corn Products Co. has declared a dividend of 1 per cent on the preferred stock.

Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IA.

Risks in Force, Fire and Lightning.....	\$6,460,000.
Risks in force, Tornado.....	1,010,000
Admitted Ledger Assets.....	\$16,478.39
Six Months' Assessment in course of collection, over.....	25,000.00
Total Amount Assets Available for the payment of losses.....	\$41,478.39

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.

Tornado Cost for Past Five Years Only per cent of the Rate.

F. D. BABCOCK, Secy.

valves prevent the heated air rising along the outside of the drum.

Portable Elevator. No. 825,109. (see cut) Jos. E. Camp, Washington, Ill. The apparatus is carried on wheels, the upper part of the inclined elevator having a hinge joint on which it is turned up and back. The elevator is raised and lowered by a derrick on the wheeled frame. The elevator belt extends beyond the foot of the leg thru the horizontal part on which the grain is dumped.

Shiftable Conveyor. No. 825,110. (see cut) Jos. E. Camp, Washington, Ill. The grain distributor consists of a conveyor body, an overhead track from which it is hung and along which it travels, a belt, a pair of rollers, a gear wheel driving the belt in the conveyor, an elevator discharging grain on the belt and a rope at each end of the conveyor for shifting it along its track.

Process of Conditioning Grain. No. 825,378. (see cut) Harry J. Caldwell and James R. Barr, Earl Park, Ind. The process consists in subjecting superficially moistened grain to the action of cooled bleaching fumes. The grain is sprinkled with water. The bleaching fumes are generated by burning sulphur in a closed compartment, and on the way to the grain treating compartment are cooled to a temperature of less than 100 degrees and diluted with several times their own volume of air.

Pitless Scale. No. 825,293. (see cut) Henry G. Beuckmann, Binghamton, N. Y., assignor to Edward F. Jones, Binghamton. The wagon scale comprises a rectangular frame having side and end pieces rigidly secured together, foot-rests or chairs arranged in pairs, one pair for